

ATLANTIC FISHERMAN

AUGUST, 1944



... helps the Fighting French Get Across!

● To build a ponton bridge, you begin by getting a length of rope to the bank beyond. Throughout the construction, rope is an indispensable aid. And when the bridge is finished, rope is still much in evidence.

The photo shows French troops crossing the Volturno River in Italy, on their way to settle a score with the despoilers of their country, pending since the French-German armistice of 1940. Notice that each ponton is anchored with rope, and further secured by another rope laid parallel above the bridge.

Wherever our fighting men go, rope goes with them. That's why you may not at times be able to buy all the rope you want. And that's why the rope that you do have should be handled with the utmost care, for

ROPE IS A SINEW OF WAR

COLUMBIAN ROPE COMPANY

Auburn, "The Cordage City", N. Y.



COLUMBIAN ROPE

carries the fight
to the enemy!

Boston Office and Warehouse

38 Commercial Wharf

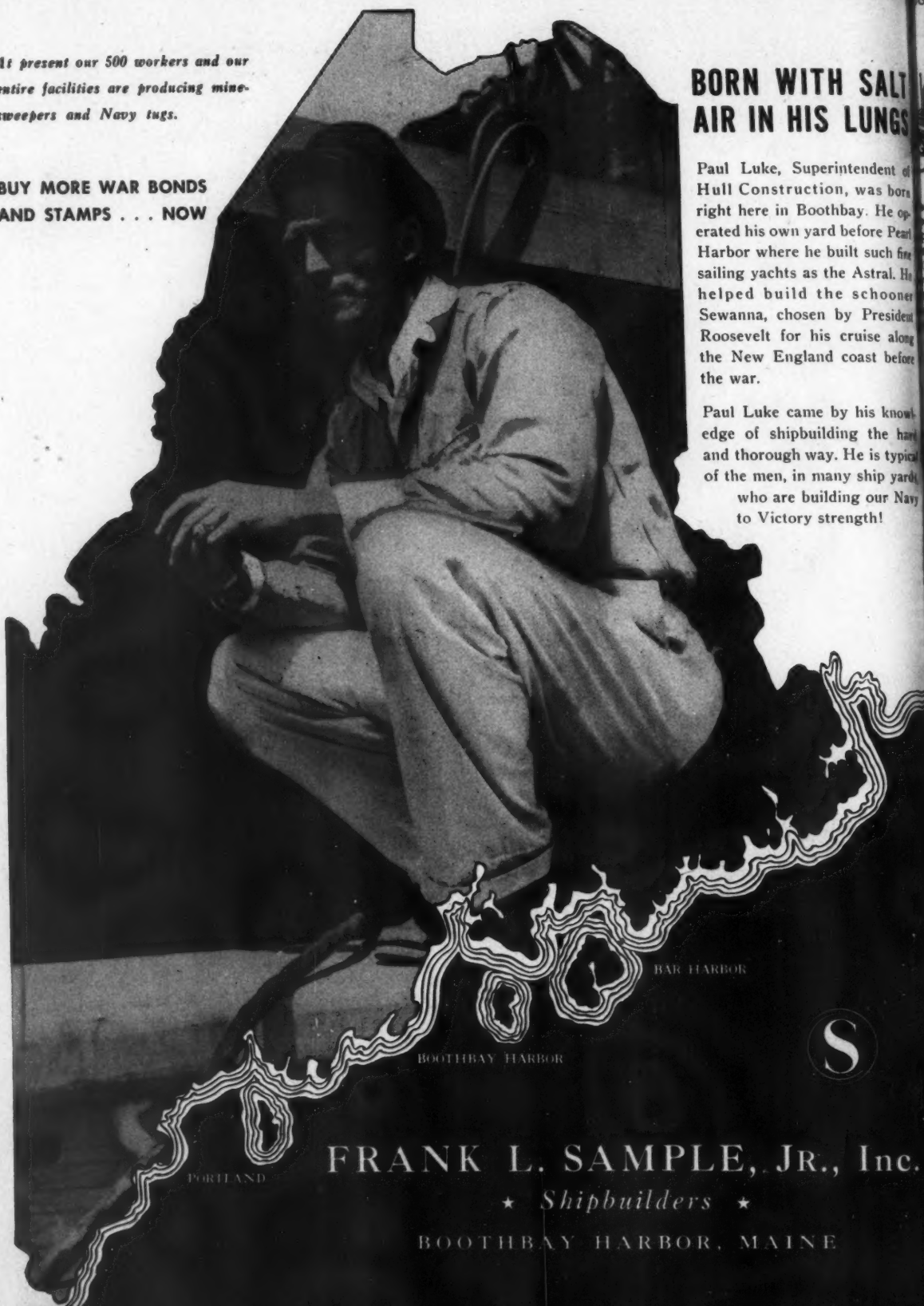
At present our 500 workers and our entire facilities are producing mine-sweepers and Navy tugs.

**BUY MORE WAR BONDS
AND STAMPS . . . NOW**

BORN WITH SALT AIR IN HIS LUNGS

Paul Luke, Superintendent of Hull Construction, was born right here in Boothbay. He operated his own yard before Pearl Harbor where he built such fine sailing yachts as the Astral. He helped build the schooner Sewanna, chosen by President Roosevelt for his cruise along the New England coast before the war.

Paul Luke came by his knowledge of shipbuilding the hard and thorough way. He is typical of the men, in many ship yards, who are building our Navy to Victory strength!



FRANK L. SAMPLE, JR., Inc.

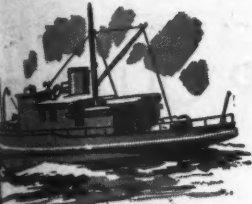
★ Shipbuilders ★

BOOTHBAY HARBOR, MAINE

*Complete Modern Facilities for Designing, Building, Storing and Reconditioning Yachts and Commercial Vessels up to 200 feet.
Member of Maine Boatbuilders and Repairers Association and Atlantic Coast Boat Builders and Repairers Association.*

The End is Not in Sight

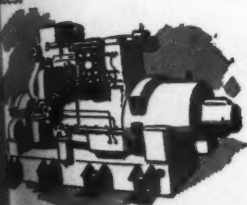
Even a casual comparison of the massive, lumbering diesel of yesterday with a trim, compact, modern-day Cummins Diesel will show that the diesel engine has come a long way in the 26 years that Cummins has been in the business. Yet, the end is not in sight because the same kind of thinking that led to Cummins' development of the original high speed diesel more than a decade ago promises still greater achievements in power efficiency tomorrow. This thinking is characterized by its refusal to become "set in its ways" . . . by its determination to fully explore every possibility for improving design, construction and materials . . . every possibility for giving you still more horsepower per pound and still more profits on your job through high speed diesels. CUMMINS ENGINE COMPANY, INC., Columbus, Indiana.



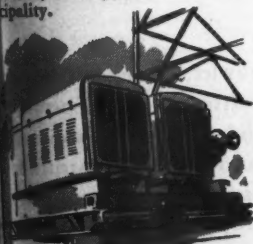
The world's first fully enclosed marine diesel—now an accepted feature of marine engine design—was built by Cummins in 1918. Cummins Marine Diesels power fishing boats, work boats, pleasure craft and, today, many boats designed for the armed services.



In 1932, the world's first heavy-duty, diesel-powered light truck went into service. The engine was a Cummins Diesel. Today, Cummins Diesels power approximately 90% of all machine-operated, long-line, heavy-duty, diesel-powered trucks in the 11 Far Western States.



A large part of our expanded production facilities are devoted to the building of Cummins Diesel Generating Sets for the armed services. In peace-time, Cummins Diesel Generating Sets provide low-cost power for mine and mill, factory, farm and municipality.



For Cummins Diesels, three of them seven years old, powered the rig which this year drilled the world's deepest oil well. In logging and many other heavy-duty services—logging, construction, and material handling—Cummins Diesels draw the tough jobs.



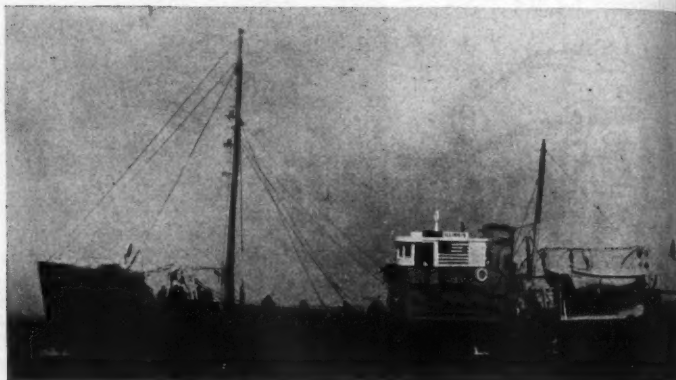
SALES AND SERVICE

CUMMINS DIESEL ENGINES OF NEW ENGLAND, INC. . . . 18 Hurley Street, Cambridge, Mass., Tel. Kirkland 1276
 CUMMINS DIESEL ENGINES OF NEW ENGLAND, INC. . . . 7 Wethersfield Ave., Hartford, Conn., Tel. Hartford 2-9311
 CUMMINS DIESEL ENGINES, INC. . . . 209 North 22nd Street, Philadelphia 3, Pa., Tel. Ritterhouse 4460
 CUMMINS DIESEL ENGINES, INC. . . . 100 Key Highway, Baltimore, Md., Tel. South 1281

EXCELLENCE IN FIGHTING SHIP OUTPUT

Points the Way to

BETTER POST-WAR FISHING VESSELS



TODAY Lawley's is operating full speed ahead on fighting ships for the Navy. The yard has maintained a steadily increasing production rate, as evidenced by its renewal awards of the Navy "E".

Before the war, Lawley excelled in building outstanding yachts and commercial vessels. Among them is the steel trawler "Maine", which has been a consistent high-liner, with remarkable performance.

The increased efficiency, better skill and improved materials now being employed on War work will enable Lawley's to produce still better fishing vessels when peace returns.

In planning your future trawler, consider Lawley's modern facilities, expert craftsmen and cooperative service. You can have confidence that Lawley will produce the finest in advanced trawler construction—a product that will successfully meet tomorrow's operating requirements.

GEO. LAWLEY & SON CORP.

26 Ericsson Street

Neponset, Mass.

LAWLEY BUILDS SUCCESSFUL SHIPS

ENGINE EXHAUST HEATS THE SHIP WITH MAXIM HEAT RECOVERY SILENCERS

Sea duty under wartime conditions has provided ample proof of the practicality of Maxim Heat Recovery Silencers as "the modern way to heat a ship". The source of heat is engine exhaust heat, normally wasted. The fuel saving is obvious.

In addition to heating the ship the steam produced is often used in evaporators to distill sea water, thus reducing the necessity of fresh water tanks. This means extra fuel carrying capacity and extra cruising range, a factor often vitally important today. In peacetime, operators not so interested in cruising range, will find that this factor gives them extra cargo carrying capacity.

Maxim Heat Recovery Silencers, usually installed on the exhaust line in the stack, silence exhaust noise, provide 100% spark arresting, and utilize the exhaust heat, normally wasted, to produce steam or hot water for main and auxiliary heating uses as indicated above.

These units are automatic in operation, self regulating as to steaming rate, and can be operated dry. Hence the steam output is entirely controlled by the steam demand. For more complete information



**SEND FOR DESCRIPTIVE
BULLETINS . . .**

WH-100, WH-102, WH-103

For silencing without the heat recovery feature, Maxim makes units for silencing internal combustion engine exhaust or intake, steam engine exhaust, air compressor intake, vacuum pump discharge, blower intake and discharge, high velocity steam, air or gas discharge. Engine exhaust silencers available with or without the spark arrestor feature. Bulletins on request.

- 1—Expansion Joint to permit dry operation.
- 2—Spark Arrestor.
- 3—High water line maximum steaming rate.
- 4—Bleeder Tube.
- 5—L shaped fins also serve as conduits for leading gases from one attenuating chamber to the other so that excellent silencing is acquired.
- 6—Spark Box.
- 7—Exhaust Outlet.
- 8—Cleanouts—provide ready ac-

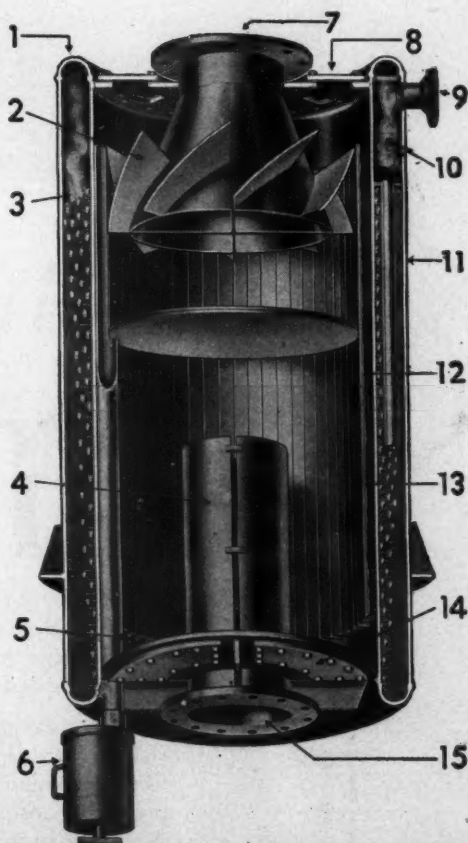
- cess for cleaning of soot deposits.
- 9—Steam Outlet.
- 10—Steam Separator.
- 11—Heavy shell.
- 12—Extended heating surface—requires the minimum of attention and maintenance.
- 13—L shaped fins welded toe to heel, position fins for easy welding—heavy gauge wrought iron offers maximum resistance to corrosion.
- 14—Cleanouts.
- 15—Exhaust Inlet.



THE MAXIM SILENCER CO.
74 Homestead Ave., Hartford, Conn.

- Exhaust Silencing
- Spark Arresting
- Heat Recovery

ALL IN ONE UNIT



MAXIM

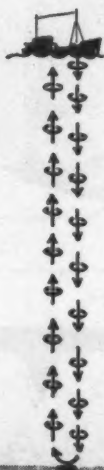


For
"Net Results"

FATHOMETER

No need to tell you that the markets are crying for more fish—a much needed war-time food. You know, too, that the biggest profits come to the master and crew who "get on the fish" first, stay on the fish, and speed back to port—the first of the fleet, with a full hold.

For safer navigation; for easier, quicker finding of schools of fish at the right depths; for greater efficiency in every trip to the Banks or other fishing grounds; for better service to your country at war; for more profitable fishing;—in other words, for "net results", your vessel should be equipped with a FATHOMETER.



SUBMARINE SIGNAL COMPANY

160 STATE STREET

Established 1901

BOSTON 9, MASS.

ORIGINATORS AND MANUFACTURERS OF THE FATHOMETER



R

h—a
profits
on the
hold.
at the
other
more
vessel

ANY
9, MASS

Symbol of Progress

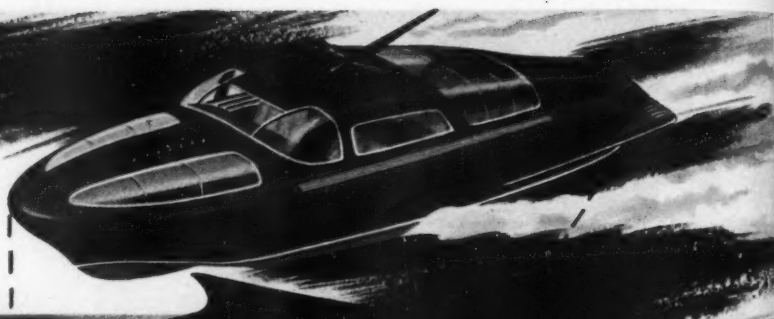
AS VISIONED BY A. DON MORTAUDE — NOTED DESIGNER — DETROIT

A TRIBUTE TO FORWARD PLANNING IN THE MARINE INDUSTRY
MARINE PRODUCTS CO., DETROIT
MFRS. OF MARINE ENGINEERED EQUIPMENT

(See Advt. Next Page)



Consult your naval architect, boat builder, engine manufacturer and marine supply dealer about installable, workable, proven accessories . . . marine engineered equipment.



FROM BLUEPRINT TO BEACHHEAD

An Inspiration for Boat Planners

Ideas took shape on designers' drawing boards . . . landing craft and their equipment were conceived . . . and *surf raiders* are making history.

America's ace builders of hulls and engines mobilized to build the mightiest invasion fleet of all time . . . a bantam navy that changed the course of the war.

Some of these ideas, and others still blueprints today, will grace tomorrow's better boats. In the drafting rooms of the marine industry, in engineering laboratories and in tests, are new developments in boat design and construction . . . in engines . . . in equipment and accessories . . . calculated to set new standards in owner satisfaction.

A "Beach Buster" can have a dream boat too. But after first hand acquaintance with dependable marine engineered equipment in the bantam navy, he'll never go back to cumbersome, tinkersome accessories in the boat he plans to own.

WAR BONDS CAN MAKE
YOUR DREAM BOAT A FACT

MARINE PRODUCTS CO.

6636 CHARLEVOIX AVE.



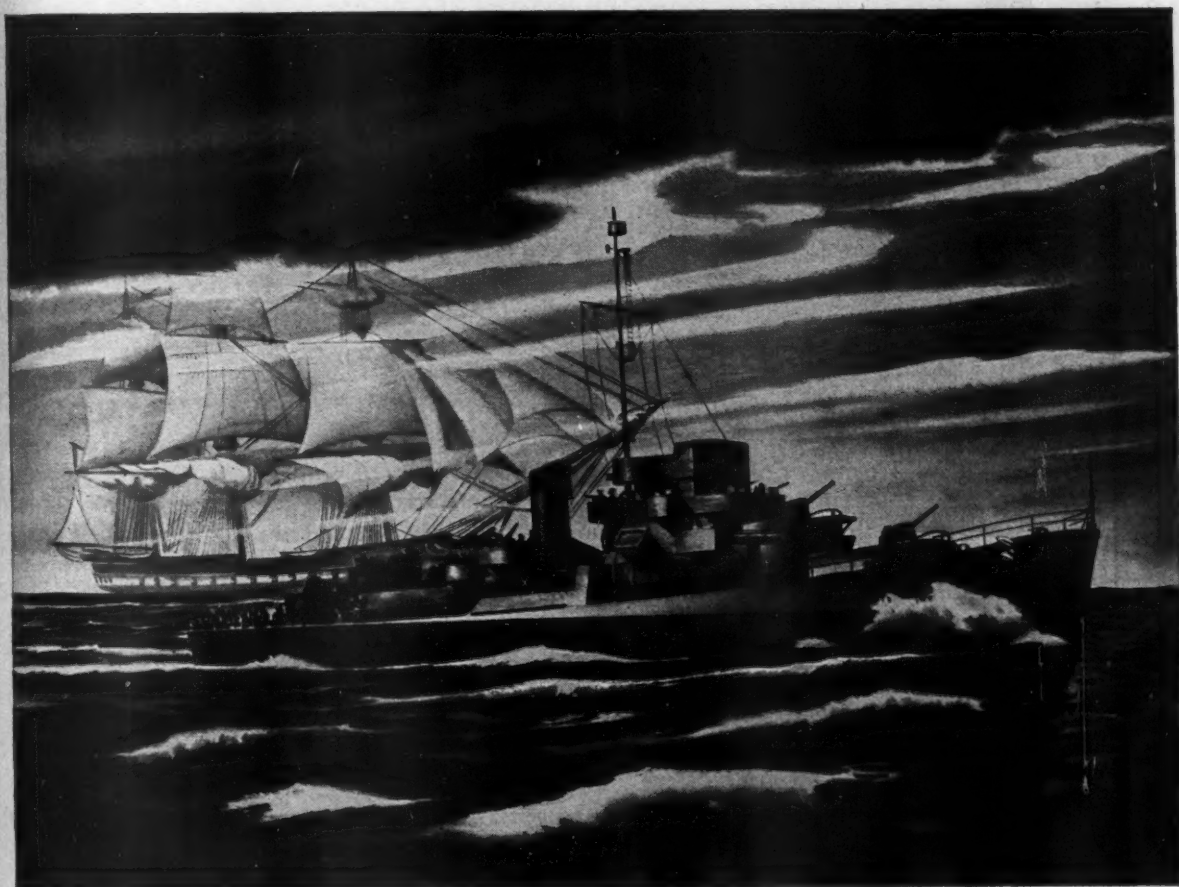
DETROIT 7, MICHIGAN



M A R I N E E N G I N E E R E D E Q U I P M E N T

Sailing into the pages of history

Fast PC ships and Destroyer Escorts clearing the U-Boat wolfpacks from the convoy lanes . . . husky LCI (L) Landing Craft smashing through to the landing beaches! These are new immortals of the sea . . . sailing into history with the Constitution, the Monitor and the Oregon! Making history, too, are the people who build these modern warcraft. Here at Defoe, record-breaking construction methods are saving priceless days in delivery time. Only craftsmen who build well can measure up to the shipbuilder's standards. They must work with plenty of heart and pride. So you may be sure whatever this organization produces after the war will embody exceptional quality and value for peacetime America.



DEFOE SHIPBUILDING COMPANY,

BAY CITY, MICHIGAN

Defoe



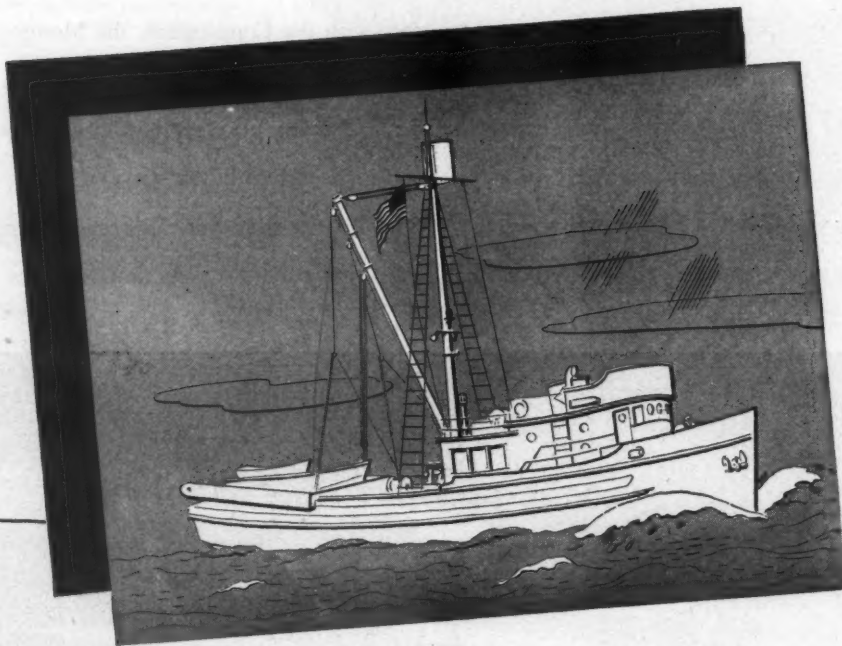
Four White Star Renewal Citations now decorate the Navy "E" Award won by Defoe workers.

INVEST IN INVASION
— BUY WAR BONDS

SHIPS FOR VICTORY
SERVANTS FOR PEACE

GULF QUALITY MARINE LUBRICANTS

mean fewer overhauls — less fishing time lost



Gulf Quality Marine Lubricants contribute in many ways to greater profits for scores of fishing boat operators: They prevent excessive wear, cut maintenance costs, and insure more fishing, less fixing.

Scientifically built into Gulf Marine Lubricants are superior lubricating value and long life—two assets that enable them to provide more positive protection for bearings, gears, winches, and other hard-to-replace parts and equipment.

If you are not one of the many enthusiastic users of Gulf Quality Marine Lubricants, start now to get the benefits they offer—call in a Gulf Lubrication Service Engineer and ask him to recommend the proper types and grades for your engine and auxiliaries. His thorough training and knowledge of the lubrication of all types of fishing craft can help you get increased operating efficiency and fewer repair bills. Write, wire, or phone your nearest Gulf office today.

BACK THE INVASION . . .
BUY MORE WAR BONDS!



GULF OIL CORPORATION • GULF REFINING COMPANY • GULF BUILDING, PITTSBURGH 30, PA.



*"Haven't seen the Betsy K
in quite a spell,
have we, Oscar?"*

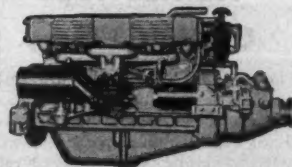
*"We will, Beulah, we will.
They've just put a new
Chrysler Marine Engine in her."*

NEW

CHRYSLER

ROYAL MARINE ENGINE

Chrysler Ace • Crown
Royal • Twin Royal and
Diesel Marine Engines
Chrysler "Sea Mule"



Chrysler Marine Engine Division
Chrysler Corporation
12211 East Jefferson, Detroit, Mich.

Please send me FREE Chrysler Marine Engine Catalogue.

Name

Address

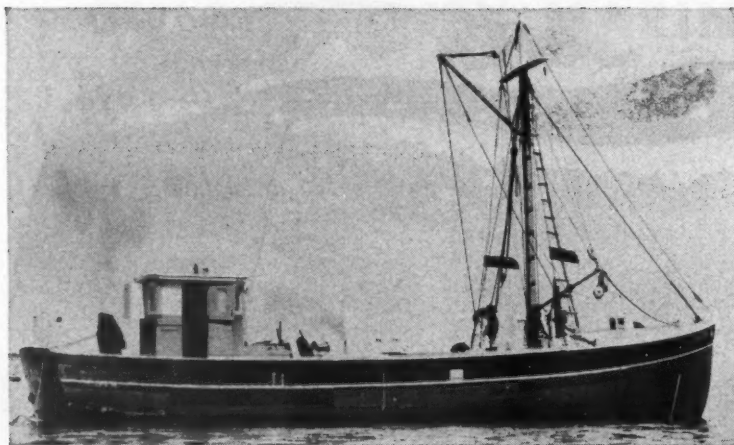
City State

Type of boat

**The New Chrysler Marine Engines Succeeds
with the Army and Navy Available Now for
"Essential" Craft—5 Types—80 to 256 Maximum
Brake Horsepower**

Where the going's tough, these babies have the stuff. Chrysler builds them completely. Chrysler's exclusive "Superfinish" eliminates "break-in" for bearing surfaces—gives them unbelievable smoothness, insuring precision never before possible, and almost everlastingly long life. Unique Chrysler Vee-drive allows engine placement in extreme stern, increasing passenger and payload room. Adaptable to any type or size of powerboat at engine speeds far below maximum r.p.m. capacity.

See your Chrysler Marine Engine Dealer for information on obtaining necessary priorities.



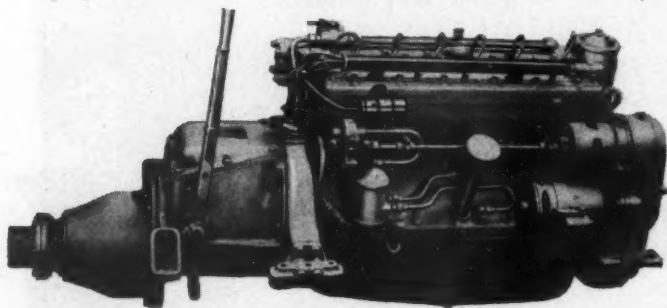
If you look closely, you can see the 10-foot section that was added to the ROSE JARVIS last winter by Palmer Scott Shipyard. This increased the length to 53 feet and increased the hold capacity proportionately. This well known dragger, owned by Harold Mills of New Bedford, is now on its sixth year of service with Gray Marine Diesel power, now repowered with a larger one.



This award received three times.

GRAY
MARINE
MOTORS
GASOLINE
DIESEL

The Boats to Watch are Powered by



The Gray Model SIX-121 (gasoline) is one of the Gray Marine Engines now available to commercial fishermen under new government regulations. 330 cu. in. piston displacement, reduction gear ratios to 5:1, handles propeller diameters to 40 inches.

Send for free catalog, 48 pages illustrated, gasoline and Diesel engines. Prices...have not increased.

Watch particularly the work boats powered with engines that have been in service for several years.

Note that the successful fishermen usually have the best engines. Watch how many of the outstanding boats have Gray Marine engines, built by a company whose success in turn depends solely upon the performance of its engines and its ability to supply work boat needs, a company with 38 years

of experience in this highly specialized business. These engines haven't been available for many months, due to the fact that the Army and Navy wanted the best, too.

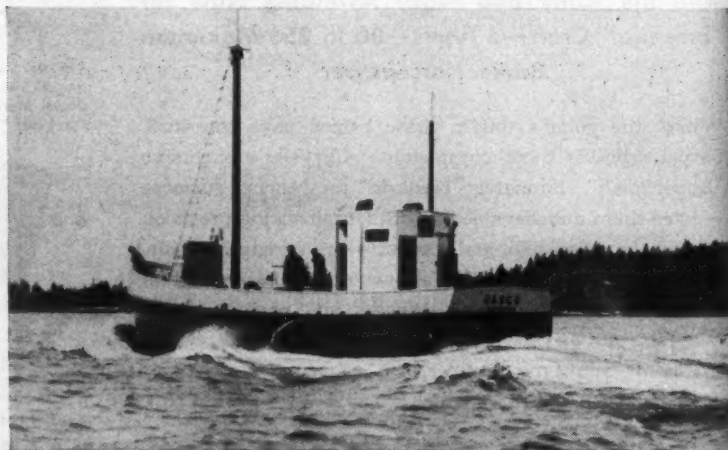
Gray Marine Engines are available now in popular models for commercial fishing boats. The procedure is simple. Consult your Gray dealer or write us. We will be glad to assist you.

Gray Marine Motor Company
646 Canton Ave., Detroit 7, Mich.

No Red Tape Getting a Gray

Any bona fide commercial fisherman or work boat operator needing an engine for essential replacement will have no trouble in having his application processed immediately. Consult your Gray Dealer or write us for the simplified details.

CASCO: built as an oyster dredger at Patchogue, Long Island in 1865; converted recently for dragging by Frank L. Sample Jr., Inc. at Boothbay Harbor, Me. Hull dimensions 56' x 16' x 5'. Repowered with a 165 hp. Gray Marine Diesel, 3:1 reduction gear, turning a 42 x 25 propeller, cruising speed 9.7 knots at part throttle.



The Sounding-Lead

Market Development Unit in F & W S

THE Fish and Wildlife Service has announced the establishment of a new section on Market Development in its Division of Commercial Fisheries. Headed by Lerdy Christey, the section will give assistance to the fishing industry in solving its present marketing problems and those which will develop during the post-war period with anticipated increases in production.

The first problem to be undertaken is the serious marketing situation which has developed in New England as a result of insufficient freezing and storage facilities to care for recent increases in production. A specific program designed to relieve conditions in New England will be placed in effect shortly.

The Market Development Section will maintain close co-operation with the War Food Administration and other interested agencies. Mr. Christey and Maurice Rattray of the Fish Products Division of WFA personally investigated New England conditions early this month.

Funds to finance the market development program are available from an allotment provided by Congress to develop and increase markets for fishery products.

Christey is being detailed from Material Facilities Branch of OCF, which he will continue to serve in a consulting capacity in connection with the processing of priorities for critical materials.

Cold Storage Holdings Hit High

THE quantity of fish and shellfish held in freezing establishments and cold storage houses throughout the country on July 1 was at the highest point in history for this season of the year.

Holdings totaled approximately 90,000,000 lbs., an increase of 50 per cent over the same date last year and approximately one-third above the 5-year average.

Mackerel increased from 3,800,000 to 9,000,000; cod fillets from 1,500,000 to 6,900,000; haddock fillets from 1,200,000 to 4,000,000; lake herring from 303,000 to 2,200,000. Increases were shown also for croakers, rosefish, pike, lake trout and whitefish.

In the north central States, holdings have been virtually doubled; in the New England, middle Atlantic, and south central States increases run from 69 to 75 per cent. A 14 per cent increase is reported for both the Pacific and South Atlantic coasts.

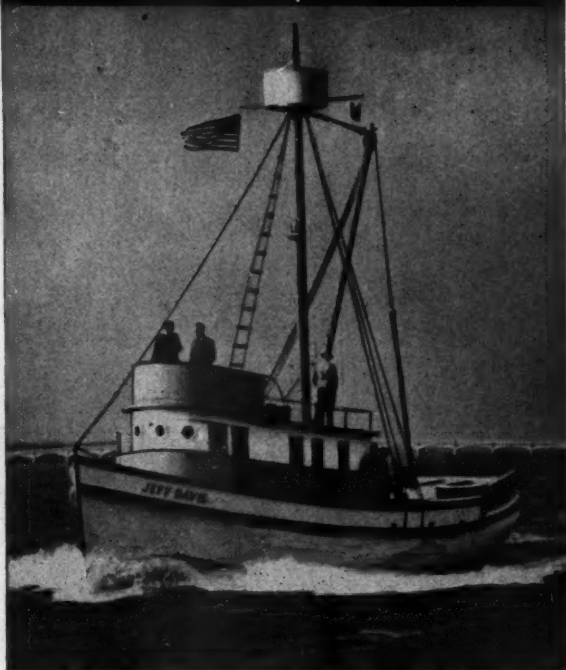
In most sections little freezer space that can be made available for fishery products remains, and in some areas capacity has already been reached. Concern has been expressed over the lack of storage space for the heavy landings expected during the late Summer and Fall months when the peak production normally comes.

OPA Advisory Committee Named

APPOINTMENT of a Fresh and Frozen Fish Industry Advisory Committee, which includes Eastern, Southern, Mid-Western and Western representatives as well as all segments of the trade, has been announced by OPA. Members of the committee who will work with OPA on all problems involved in price control, are as follows: John Fulham, Fulham & Herbert, Boston; L. A. Greene, 40-Fathom Fish, Inc., Boston; John Del Torchio, Cape Ann Fisheries, Gloucester, Mass.; Capt. John G. Murley, Fairhaven; Jerome Kiselik, Flag Fish Co., New York; Sol Broome, Sol Broome & Co., New York; William Hillenborg, Seaboard Fish Co., Baltimore; Harry Tillman, San Juan Fishing & Packing Co., Seattle; Lionel Shatz, A. Paladini, Inc., San Francisco; T. J. Sandoz, Columbia River Packers Ass'n., Astoria, Ore.; R. P. Fletcher, Booth Fisheries, Chicago; Roy Jensen, Hansen & Jensen Fish Co., Escanaba, Mich.; Arthur Jarrell, Jarrell & Rea, Pittsburgh, Pa.; Sol Fass, Isaac Fass, Inc., Portsmouth, Va.; O. L. Carr, Mid-Central Fish Co., Kansas City, Mo.; Jack Yeomans, Atlanta Fish, Inc., Atlanta, Ga.

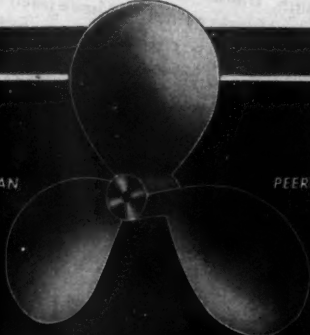
(Continued on page 16)

A New Type of Fisherman—the JEFF DAVIS



Capt. C. B. Carlson, an officer of the Fish & Wild Life Service, who knows North Pacific fishing, designed the JEFF DAVIS for the Service with rigging arranged for most economical handling by the fewest possible men. Boat space saved by quarters and storage for less of a crew gives larger space for payload and ice. Seines are set from the boat itself with only one skiff. The JEFF DAVIS swings a Columbian Peerless propeller 42 x 36, powered by a D-13000 Caterpillar diesel. She is 65' x 17'-6", trim, speedy, well built. Get the best performance from your boats with a Columbian Propeller.

Catalog Free on Request

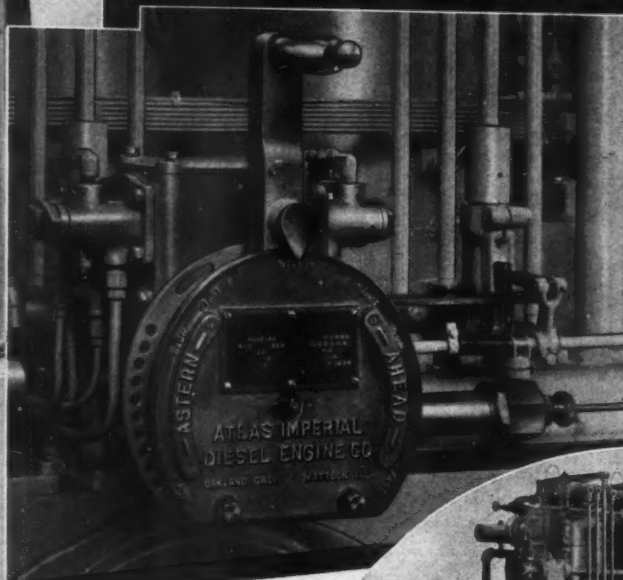
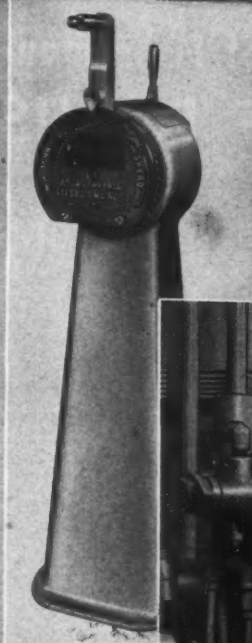


COLUMBIAN PEERLESS

COLUMBIAN PROPELLERS

COLUMBIAN BRONZE CORP.
FRIEDPORT, LONG ISLAND, NEW YORK

A War Born REFINEMENT—



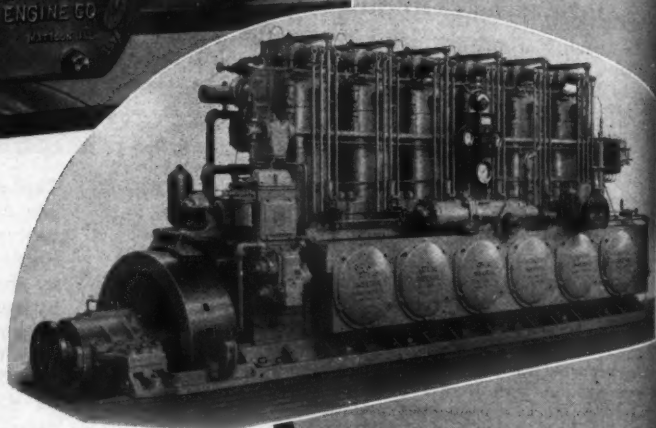
SINGLE LEVER CONTROL

● The new Atlas Single Lever Control embodies in one lever all of the usual functions that are required in speed regulation, reversing and maneuvering. ✱ The design permits the transfer of all engine functions to the pilot house in a similar type control which is extremely simple and fool-proof.

● Every commercial fisherman and tow boat operator knows that the war has required many changes... some of which will result in peacetime benefits to the commercial operator. Throughout the war, Atlas has continually engaged in engine research and design to better meet operating requirements.

The Atlas Diesel of the postwar period will not be of revolutionary design. There have been no sweeping changes that could be considered fundamental. We have been careful to retain every characteristic which has made Atlas a truly RELIABLE engine. Our energies have been confined primarily to refinements... such as the one illustrated above.

In our long experience in the marine field, the successful boat operators have always been conservative. They have been unwilling to "take a flier" at a novel idea, when there was a choice between the novel and the proven equipment. There is too much at stake to go off on a tangent.



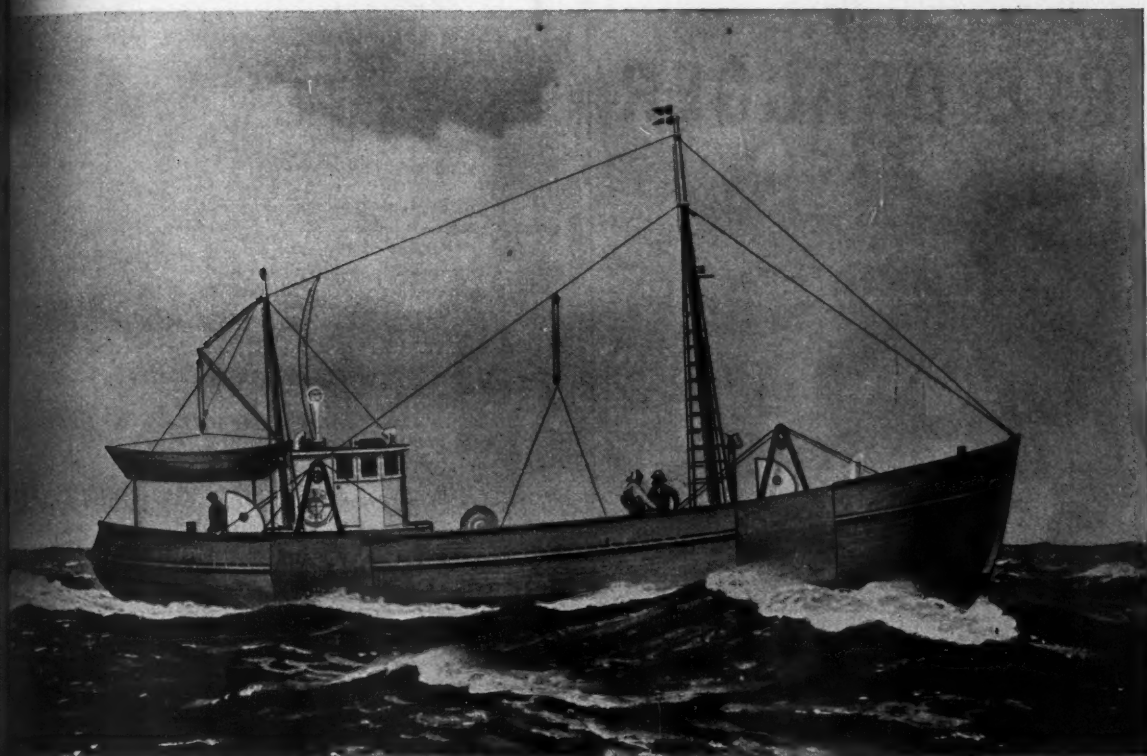
ATLAS IMPERIAL DIESEL ENGINE CO.
OAKLAND, CALIFORNIA, U.S.A.

NEW YORK • CHICAGO • PHILADELPHIA • BALTIMORE • GLOUCESTER
HOUSTON • NEW ORLEANS • TERMINAL ISLAND
ASTORIA • SEATTLE • VANCOUVER • KETCHIKAN



WHEELER BOATS

Cruisers • Yachts • Fishing Vessels



75' McInnis Designed Offshore Dragger Now Under Construction. Inspection Invited.

WHEELER FISHING VESSELS

You can make money with a Wheeler fishing vessel. Let us figure on your new boat requirements. Our line is complete, including wooden draggers 50', 60', 75', 90' and 100' from McInnis designs—and steel trawlers from 100' to 200' in length from designs by other well-known trawler experts.

YACHTSMAN.

You May Order Your New Wheeler Cruiser or Yacht Now.

Until this moment we have been concentrating 100% on war vessels and, as yet, our new models are only in the very preliminary stage. However, the day, we hope is not too far distant future when our facilities will be available for peace time construction. We are now prepared to accept orders and discuss details and features with yachtsmen who are ready to

place their business, and peace time construction will be built on the basis of orders in rotation as received. The engineering details thereof can be started practically at once. Let us hear from you about your new boat NOW, and, in the meantime, we will send you the WHEELER INTERIM REPORT as soon as it is off the press.

DEALERS

We are interested in hearing from those responsible dealers and distributors who are interested in becoming a part of the organization that will distribute the Wheeler Playmate cruisers and yachts of the future. We are ready to discuss preliminary plans at this time.

REPAIRS AND RECONVERSIONS

Our facilities are complete for handling all types of repair and reconversion on commercial vessels, trawlers, or yachts. Our engineering departments are ready to work out the details of these repairs and reconversions with you now. Let us hear from you if you are contemplating any of this type of work.

WHEELER SHIPYARD, Inc.

Foot of Cropsey Ave.
BROOKLYN, N. Y.
ESplanade 2-5900

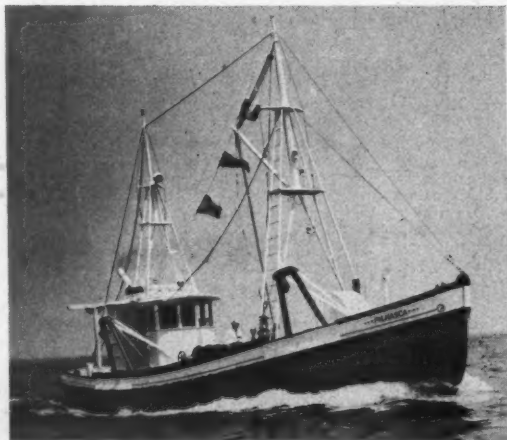
The Whole Town Is Talking:

'SPECIALLY

New Bedford and Provincetown

about the New

RYE DRAGGER



- ◆ Designed for Speed and Large Pay Loads
- ◆ Extra Heavy Construction
- ◆ Ample Space On Deck and Below
- ◆ Main Power Plant and Auxiliary Installations Properly Engineered
- ◆ Electrical Installations Completely Waterproof
- ◆ Prompt Delivery, Ready to Fish

3 MARINE RAILWAYS

WM. EDGAR JOHN & ASSOCIATES

INCORPORATED

SHIPBUILDERS and ENGINEERS

MILTON POINT RYE NEW YORK

The Sounding Lead

(Continued from page 13)

Harry McCreary, Florida Commercial Fisheries Assoc., Tampa Springs, Fla.; Thomas P. Holcombe, Indian Ridge Canning Co. Inc., Houma, La.

New Canned Fish Allocation

THE War Food Administration canned fish allocations for the period July 1, 1944, to June 30, 1945 allow civilian supply of about 762 million pounds, providing a per capita consumption of about 2.8 pounds as compared with 2.5 pounds per person during the previous year, and a 1935-39 average of 2.1 pounds.

Allocations to the U. S. military and war services are 172 million pounds, 22.4 percent of the total allocation. This is the most 87 million pounds over the allocations made our armed forces last year. Approximately 225.4 million pounds or 29.6 percent will be shipped to our territories, Allies, liberated areas and other friendly nations and the Red Cross.

About 43 percent of the expected available supply of canned fish is salmon and 24 percent pilchards, the remainder being made up of Maine sardines, Atlantic sea herring, mackerel, tuna, shrimp and other minor varieties.

Lynch, Head of OPA Fish Section

HOWARD LYNCH has been appointed head of the Fish Section of the Food Price Division of OPA, after serving as acting head since the resignation of Charles W. Tupper on April 15, 1944.

Other members of the Fish Section are: Jacob A. Emery, price analyst; Walter Mann, senior price analyst; Phillip Ritz, business analyst; Rockwell Journey, price analyst; Milton Coville, price analyst; Lawrence Dornbos, business specialist; Elliott Hudgins, consultant.

Lynch gave reassurances on August 2 to Congressman Hardin Peterson, chairman of the House Fisheries Committee, that no extension of OPA ceiling prices to the fisheries of the Gulf and South Atlantic States would be ordered without previous consultations with Congressional delegations from those states. Regional OPA officials have been making a preliminary survey at various Florida production points.

Seine Twine Sales Regulated

THE WPB has announced that, effective August 15, 1944, producers may not sell or deliver any seine twine, hawser or cabled cord, except on a preference rating. These ratings may be assigned (a) on Form WPB-2842, (b) on Form WPB-50 (Distributor's application for preference rating).

Sales made directly by producers to a consumer for his own use are excepted, provided that not more than 25 pounds per month may be sold to any one customer.



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FROM THE "AMERICAN" SERIES OF UNITED STATES NAVAL VESSELS IN ACTION



From a painting in color by Milton Menzies

GUADALCANAL (Savo Island)*A Review by Fletcher Pratt, Noted Naval Authority*

If ever a battle deserved the name of decisive it was the naval action off Savo Island on the night of November 15, 1942. The world has seldom seen such furious fighting as that which followed the American invasion of Guadalcanal-Tulagi in August. By day Jap bombers were constantly overhead; by night they ran in squadrons of warships and transports to reinforce their own troops and to shell our line. Sometimes this "Tokyo Express" was successful and we lost ships; sometimes it was intercepted and crushed. Always the Japs came back with stronger forces and on the night of November 13 they had for the first time brought battleships. That night there was a desperate combat with an American cruiser force in which both sides suffered heavily.

On the night of the 15th the Jap battleships returned but this time Admiral W. A. Lee was there to meet them with two of our new 35000-ton battleships. As the head of their fleet rounded Savo Island Lee's ships opened fire and sank three Jap flotilla

leaders in as many minutes. Their cruisers and destroyers rushed in for a torpedo attack and ours to beat them off, but the main action was taking place up past Savo, where our hurrying gunners had made contact with the Jap battleships at eight miles' distance.

Eighteen 16-inch guns opened up from Lee's two ships and a shell missed. The leading Jap turned over on her side and the rest fled, losing heavily but shooting back to damage our ships as they ran. They were licked; never again did they try to reinforce Guadalcanal or attempt a gunnery battle with our fleet.

★ ★ ★

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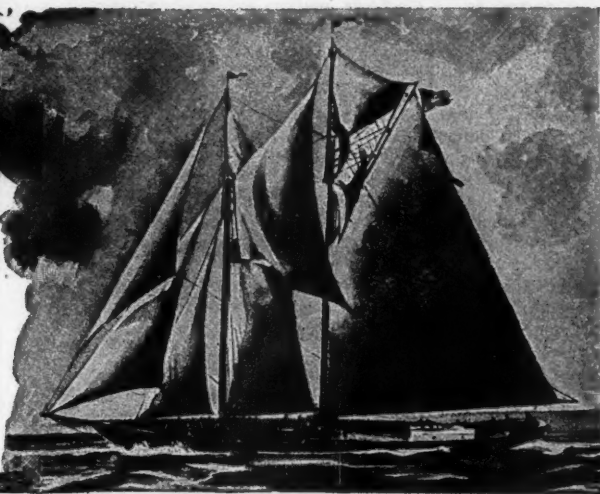
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AUGUST 1944

NO 7.

Cooperation Can Solve Shellfish Pollution Problems

By Charles G. Hammann, Rhode Island Department of Health *

HISTORIC records reveal that shellfish were a principal food resource of the early colonists of America and that mussels, oysters, and clams contributed substantially to the sustenance of coastal families. This situation has changed to the extent that not only are shellfish consumed as a staple item of food in localities where they are produced, but are transported long distances to markets where they are considered a delicacy. The consumption of tremendous quantities of all species of shellfish creates a problem of great magnitude in sanitation.

America was destined to become the most highly industrialized nation in history and it followed naturally for manufacturing to be established on waterways for many reasons; power was needed to operate mechanical equipment, water was required for processing raw materials, and navigable waters provided inexpensive and convenient transportation, to mention a few. Many social and economic disturbances occurred during this period. Several critical problems in sanitation ensued. Among the latter was the serious one of waste disposal. Domestic wastes from redistributed populations and refuse from industrial processes were discharged untreated into nearby waters. Both practices were and continue to be responsible for pollution as the term is used with reference to water sanitation.

Unrestrained continuance of these practices resulted in unhealthy and obnoxious conditions which increased proportionately with the expansion of concentrated populations and industrial production. Certain of these conditions were responsible for devastating injury to the shellfish consuming public and to the shellfish industry. Of greatest significance were illness and death attributed to indigestion of shellfish taken from waters contaminated with organisms of enteric diseases. These occurrences caused people to refrain from eating shellfish to a degree that threatened the industry with economic disaster. They also caused the imperative imposition of minimum sanitary standards for shellfish producing waters, which created additional financial and industrial problems. Among these were condemnation of extensive areas theretofore regarded as excellent for oyster conditioning purposes, loss of appreciable quantities of oysters planted in areas too grossly polluted to permit removal for self-cleansing, relocation of shellfish plants or longer hauls necessitated by the development of new beds in more remote locations, and other attendant losses.

These events led progressive planters to combine efforts with other groups in the stimulation of a movement for pollution control that had been started several years earlier following

outbreaks of illness through the medium of contaminated drinking water. The objectives of the program were to reduce or eliminate dangerous and undesirable conditions and to prevent their recurrence. Many legislatures created agencies or empowered existing agencies to investigate the matter of pollution and to enforce laws enacted to control the problem.

Treatment processes were developed and applied separately or in combination with varying degrees of success. Great advancement was made during the years that followed and it was established that domestic wastes, and to some extent industrial wastes, could be rendered innocuous with modern methods at reasonable costs. Construction of treatment plants followed, offensive conditions were greatly reduced, and prospects for success appeared encouraging. Regulatory officials, consulting sanitary engineers, research workers, and many others were active during this period, and to them belongs credit for the rapid and commendable progress in this phase of environmental sanitation.

Many factors prohibited complete achievement of objectives, however, and undesirable situations continued or recurred usually in modified form. These factors, many of which still exist, included insufficient legislative authority, inadequate funds for research and regulatory activities, lack of public interest, failure of offending communities and industries to accept their responsibilities, and inability to treat certain wastes satisfactorily.

Responsible governmental agencies are constantly striving to overcome these obstacles. Their efforts are frequently supplemented and encouraged by private groups. Activities of this kind can be of inestimable value and should be encouraged. Unfortunately, however, the assistance of shellfishermen, resort operators, wildlife enthusiasts and civic associations have frequently been observed to be so disorganized as to be valueless or even harmful. The first consideration of private groups desiring to participate in pollution abatement programs, therefore, should be the establishment of fundamentally sound organizations.

The next logical step would appear to be the determination of satisfactory objectives. Those defined earlier are felt to be reasonable and commendable and are repeated here in slightly different form; complete elimination of conditions dangerous to public health or offensive to the community. This can be done most effectively in my opinion through the coordinated effort of all related groups utilizing factual information, carefully executed plans, and willingness to compromise. Unfounded allegations, mass agitation, misdirected energy, and selfish attitudes will detract from any program and will usually have harmful effects.

*Abstract of address presented at recent National Shellfisheries Association Conference.

"Princess" Designed for Able Performance

CAPT. August Reiter's new dragger *Princess*, built by Wm. Edgar John & Associates, Inc., of Rye, N. Y., was scheduled to start fishing from her homeport of Greenport, N. Y., this month.

Except for a slightly greater length and draft, the new vessel is similar in design to the 60 ft. *Sonya* and *Pilbasca*, recently built in the yard and now fishing out of Provincetown and New Bedford.

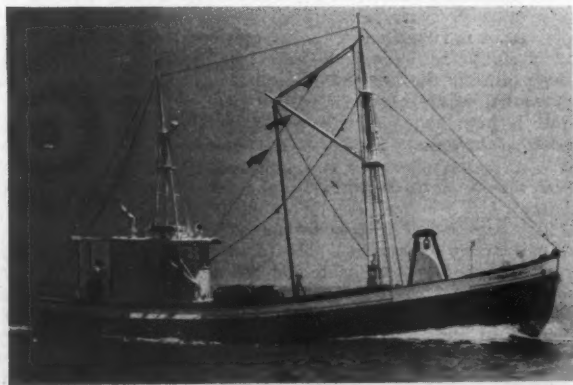
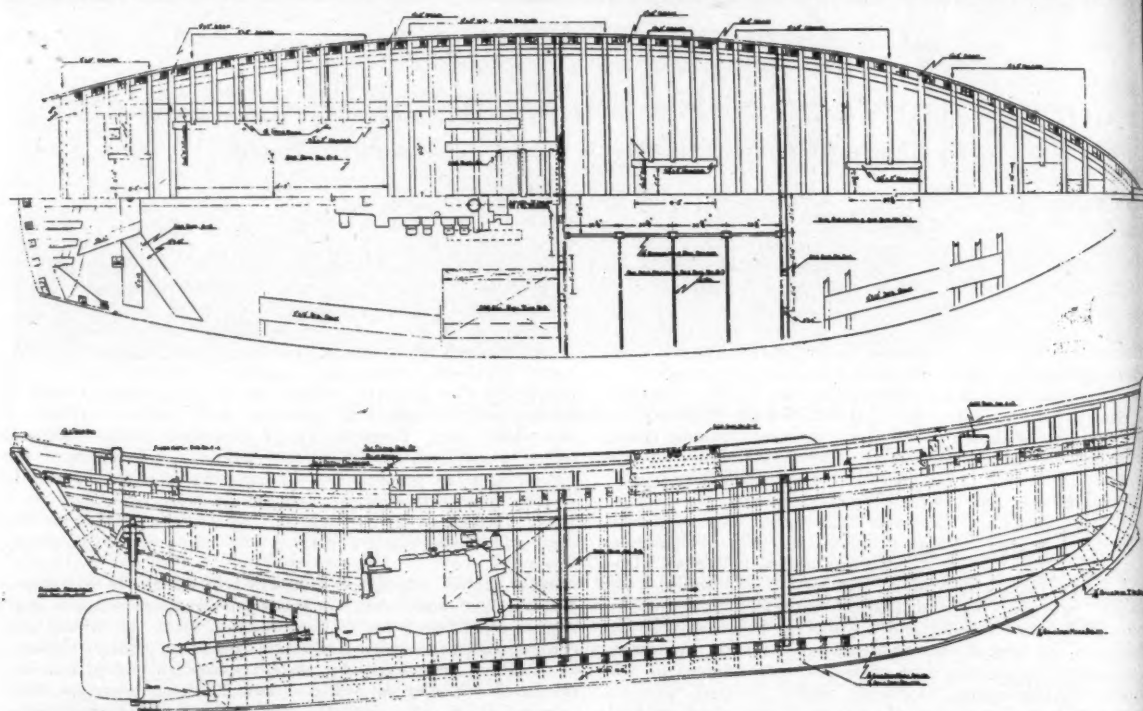
Known as the "Rye" dragger, the builder's own design effectively incorporates the fine features and comforts of a yacht into the rugged, heavy construction of a fishing boat, without the sacrifice of ample working space.

Marking a departure in the usual design for vessels of this length, the Rye dragger has a lively sheer and an elliptical stern assuring dry, able performance in all kinds of weather.

The *Princess* is 62'6" in length, with a beam of 16'6", and draws 7'6" of water. Heavily constructed, the head log and keel



The 62'6" dragger "Princess" at the outfitting dock of Wm. Edgar John & Associates, Inc., Rye, N. Y.



The 60-ft. "Rye" dragger "Pilbasca", owned by Captains Francis Captiva and John Hall of Provincetown, Mass., and powered with a 120 hp. Fairbanks-Morse engine.

is white oak sided to 10 inches all the way through. Laminated frames of white oak, two by six inches, are doubled throughout giving a 4" x 6" stress. The entire hull is planked and sealed with 1 3/4 yellow pine and secured with 6" boat nails. All planking is counter-bored and plugged.

Towing bits are locust and are set into bilge stringers and blocked properly into the decks. Decking is 2 3/4" Western fir and deck beams are constructed of 3" x 5" white oak. All hull timbers have been Celcured to insure maximum life. Port and starboard guards are sheathed with iron giving the hull absolute protection against scraping.

Crew quarters forward provide sleeping accommodations for five persons with ample locker space underneath the bunks. The galley is complete with a four burner Shipmate range, built in sink and adjacent ice refrigerator. The top of the refrigerator is flush with the sink providing additional working space for the cook.

The wheelhouse extends the entire length of the engine room trunk, insuring a dry entrance to the engine room at all times. Framing is of 2" x 3" yellow pine, sheathed with 5/8" fir ply.

(Continued on page 40)

Changes in New England Fishing Fleet, 1940-44

The result of an independent survey by the Editor of Atlantic Fisherman.

VESSELS added include those built from January 1940 to August 1944 inclusive, as well as those under construction or authorized for building, a few of which may not be completed until early 1945. Also under boats added are those returned from Government service and those converted to fishing from other types of vessels. Those listed under withdrawals in-

clude vessels acquisitioned by the Government, vessels sunk or wrecked beyond repair and vessels that are taken out of fishing for other service. The net change represents the difference between the number added and withdrawn. These figures are believed to represent all changes in the New England fishing fleet of vessels 40 ft. and over in length.

Additions and Withdrawals by Sizes

	40'-50'	51-60	61-70	71-80	81-90	91-100	101-110	111-120	121-130	131-140	141-150
New Vessels	23	48	36	37	30	43	13	0	4	0	4
Conversions	0	3	1	5	1	0	0	0	0	0	0
Returned by Government	0	1	1	1	12	5	3	2	0	3	1
Total Additions	23	52	38	43	43	48	16	2	4	3	5
Taken by Government	0	10	3	12	20	20	8	10	8	5	11
Sunk and Wrecked	6	2	2	4	1	6	2	0	0	1	0
Sold from Fisheries	0	1	0	1	1	0	1	1	0	0	0
Total Withdrawals	6	13	5	17	22	26	11	11	8	6	11
Net Change	+17	+39	+33	+26	+21	+22	+5	-9	-4	-3	-6

Sizes by States and Leading Ports

	40'-50'	51-60	61-70	71-80	81-90	91-100	101-110	111-120	121-130	131-140	141-150	Totals
Maine												
Additions	11	12	7	9	4	0	0	0	0	0	0	43
Withdrawals	1	6	0	3	0	0	0	0	0	0	0	10
Net Change	+10	+6	+7	+6	+4	0	0	0	0	0	0	+33
Gloucester												
Additions	1	3	12	8	20	27	5	1	0	0	0	77
Withdrawals	3	4	3	4	10	13	4	2	0	0	0	43
Net Change	-2	-1	+9	+4	+10	+14	+1	-1	0	0	0	+34
Boston												
Additions	3	0	4	7	8	8	11	1	4	3	5	54
Withdrawals	0	0	1	5	2	3	7	9	8	6	11	52
Net Change	+3	0	+3	+2	+6	+5	+4	-8	-4	-3	-6	+2
New Bedford												
Additions	3	6	8	17	10	13	0	0	0	0	0	57
Withdrawals	2	2	1	5	10	10	0	0	0	0	0	30
Net Change	+1	+4	+7	+12	0	+3	0	0	0	0	0	+27
Cape & Vineyard												
Additions	2	15	4	2	1	0	0	0	0	0	0	24
Withdrawals	0	1	0	0	0	0	0	0	0	0	0	1
Net Change	+2	+14	+4	+2	+1	0	0	0	0	0	0	+23
Rhode Island												
Additions	2	1	2	0	0	0	0	0	0	0	0	5
Withdrawals	0	0	0	0	0	0	0	0	0	0	0	0
Net Change	+2	+1	+2	0	0	0	0	0	0	0	0	+5
Conn.												
Additions	1	15	1	0	0	0	0	0	0	0	0	17
Withdrawals	0	0	0	0	0	0	0	0	0	0	0	0
Net Change	+1	+15	+1	0	0	0	0	0	0	0	0	+17

Additions and Withdrawals by Years

	1940	1941	1942	1943	1944	Total
New Vessels	17	46	20	27	128	238
Conversions	1	1	4	3	1	10
Returned by Government	0	0	0	8	21	29
Total Additions	18	47	24	38	150	277
Taken by Government	19	1	87	0	0	107
Sunk or Wrecked	7	4	7	3	3	24
Sold from Fisheries	0	0	0	4	1	5
Total Withdrawals	26	5	94	7	4	136
Net Change	-8	+42	-70	+31	+146	+141

Vessel Construction by Years

	1940	1941	1942	1943	1944	Total
40'-50'	0	1	3	2	17	23
51'-60'	2	9	5	8	24	48
61'-70'	4	4	4	9	15	36
71'-80'	2	6	2	2	25	37
81'-90'	2	4	1	3	20	30
91'-100'	5	9	4	2	23	43
101'-110'	1	6	1	1	4	13
111'-120'	0	0	0	0	0	0
121'-130'	1	3	0	0	0	4
131'-140'	0	0	0	0	0	0
141'-150'	0	4	0	0	0	4
TOTALS	17	46	20	27	128	238

Proper Ventilation is Important Consideration

By William J. Deed, N. A.

VENTILATING a vessel at sea in bad weather has always been a problem, and the smaller the craft the more difficult it becomes. When seas are launching themselves against a boat and often washing over it, the larger a vessel is the easier it is to have ventilation intakes and exhausts located high enough to clear the water. When heavy seas make a small boat look like a half-tide rock, we find it harder to keep openings clear of water.

Fishermen who have had their bunks under a ventilator that let half the ocean through can appreciate the seagoing qualities of those trap-ventilators the Navy has installed on small boats during the war. This type traps the water and drains it away, while the air enters or leaves the vent—that is, if it follows the rules laid down by the designers of the vent.

Proper Installation

Of course, no ventilator will work right if the opening below deck is blocked off by lockers or dunnage stowed in front of the vent. Nor should old clothes or socks be put in a vent pipe. Another very important thing to remember is that no electrical equipment should be located where water or damp air coming in the vent can put it out of business.

The need for ventilation not only applies to the quarters and interior accommodations of the vessel, but also to circulation of air in back of ceiling, in closets, lockers, forepeak and lazarette. Dead air lying in these places causes deterioration in the wood.

Very few boats are entirely satisfactory as to ventilation of such places, and more consideration should be given to it. I once had a boat on the railway for repairs, and the first fastening that the mechanic pulled out of the rail around the stern showed that the entire 10 feet of the aft deck was so far gone that it was taken apart with a claw hammer.

The lazarette and the forepeak are places where ventilation is very important. In the former, a couple of gooseneck vents on deck or on top of a cabin trunk will allow hot, dry air to get out. In the forepeak, the water on anchor rope or chain makes this space damp and causes rotting. There is a type of ventilator with a revolving top which sucks out the air no matter how little wind is blowing or from which direction.

Engine Room Requirements

Air supply for the engine room is also vital, especially where the engine room is located way down under the quarters aft. The nature of Diesel engines requires that a heavy diet of air be present to furnish oxygen for burning the fuel. Vents must let plenty of air down into the engine room. The same is true, of course, if a gasoline engine is installed; it needs plenty of pure air to mix with the vapor of the gasoline fuel. Too

few engine rooms have more than the barely necessary amount of air taken in through the ventilators.

In ventilating the engine room, it is important to have a ventilator in each of the four corners of the compartment. One of the vents in the forward end should extend close to the bilge, and the vent in the opposite aft corner should also extend to the bilge. The other vents in opposite corners should extend a bit below deck. Either both forward vents or both aft vents should be supply (intake) vents and the others exhaust vents.

Gasoline vapor lies low in the bilges and ventilators having a high opening up under the deck do not suck this fuel vapor out. Small vents on a slowly moving vessel do not have the great a suction force and an electric motor driven ventilator blower should be installed in at least one intake vent and in at least one exhaust vent to make certain that a current of air is created in the engine room to draw the gases out of the corners and bilges.

These blowers are connected to a switch which first turns on the blower, then turns on the engine ignition while the blower is operating and then the next move shuts off the blower and leaves the ignition on. In this way the blower is operating before the engine begins to operate, assisting in removing vapors from the engine room. The motor operating the blower is fully enclosed and spark-proof.

Venting of Fuel Tanks

Another thought on ventilation is the venting of fuel tanks. We all know that a tank must have a vent in order for the fuel to flow from the tank, but where that vent tube leads is another matter. It should lead to the side of the boat high above the water, or up on deck on the side of a deck house or some other point where any vapor will not get back inside the vessel below deck. Never have a vent on the top of a fuel tank opening into the space under deck.

Manholes and deck plates can be bought with and without gratings. The gratings cost but \$5 to \$10 more, depending upon diameter. Don't be tempted to save those few dollars by buying the manhole without the grating, for by removing the solid cover and allowing the grating to ventilate spaces under deck, you will prolong the life of your boat.

As Aid To Fire Prevention

A source of fire danger on a boat is the locker where oil-soaked rags, greasy clothes, oil cans, etc. are stowed. Is such a place on your boat shut up tight so that spontaneous combustion can take place? Or is it well ventilated as it should be? Look into this because more than one fire has started in such an un-ventilated place.

There is a ventilator head which looks somewhat like a Liverpool head which exhausts air no matter which way the wind blows nor how hard it blows. It does not create any back-draft and is easily mounted on a pipe or duct leading into the compartment.

Most anyone acquainted with vessels will agree that one of the first places in a boat to look for rot and deterioration is the forepeak and back of the stem. Rot gets going in this spot chiefly because of lack of ventilation.

Small Compartments and Ceilings

Another place to look for rot because of lack of ventilation is under berths, transoms, lockers, etc. where the small compartments formed are nearly air-tight. Small holes should be bored to ventilate these small spaces.

We were talking with an owner who mentioned that the ceiling (sheathing) on the side of his boat in the cabin quarters was run right up tight against the clamp. Cut-out openings or holes close to the upper part of the ceiling should be made to ventilate the spaces back of the ceiling to prevent rot.

Many doors to rooms, lockers or closets can have an opening or jog cut in the bottom edge of the door to permit ventilation and such jogs can be cut also in the top edge of the door. Slatted louvers or gratings can be fitted in doors which are hot and stuffy, too. Holes in diamond pattern can be made in small locker doors.



Left, electric driven exhaust blower and ventilator; top right, turbine ventilator, the head of which is whirled by a breeze, causing an upward lift to air below; lower right, blower and ignition switch, which automatically prevents starting of engine until blower fan has been turned on. (Courtesy, Perkins Marine Lamp & Hardware Corp.)

Voluntary Concentration Plan Works With Menhaden

ALTHOUGH there is no menhaden fishing in North Carolina at this time of year, the boats of North Carolina concerns are now operating from Virginia to New York. Heavy catches are being made in northern waters and are supplying the plants in that section with all the fish they can handle with the present supply of skilled plant labor.

Evidence to date indicates that the boats are going to harvest an unusual catch of menhaden for 1944. The increased production is attributed to the operations of many returned vessels and a few new ones, and the voluntary "concentration" program developed by several concerns in the industry.

For example, arrangements were made last fall for many additional menhaden steamers to go south from New Jersey, Delaware and Virginia, and catch fish for several of the factories in North Carolina. This year, several of the vessels from Florida, North Carolina and Virginia have gone north for the first time, and are serving the factories there in an effort to meet the high demands for fish meal and oil. In this way the boat owners and crews are able to considerably extend their fishing season, make additional profits for all concerned, and bring home the "bunkers".

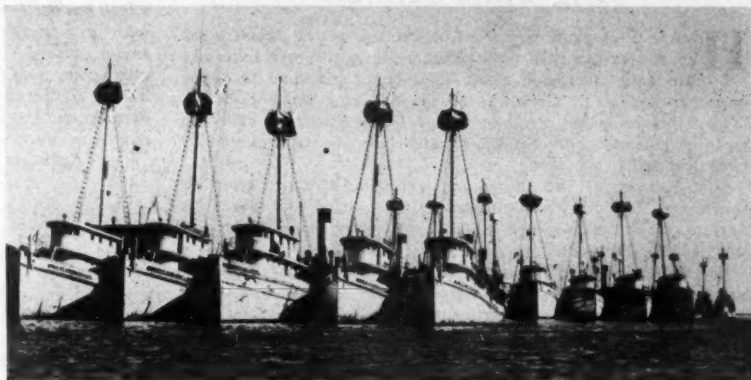
It is readily apparent that the industry has done a first class job for the War Food program in spite of a serious loss of its best fishing boats and experienced fishermen. The Consultants for the menhaden industry who have worked with Dr. Herbert F. Prytherch, Area Fisheries Coordinator, deserve plenty of credit for the production that has been obtained. The Consultants are as follows: J. Howard Smith, New York City, for New York and New Jersey; R. C. Hayes, Consolidated Fisheries Company, Lewes, Delaware, for Delaware; Raymond L. Haynie, Reedville, Virginia, for Virginia; Harvey Smith, The Fish Meal Company, Beaufort, North Carolina, for North Carolina; George R. Wallace, Wallace Fisheries Company, Morehead City, North Carolina, for Florida; Wallace M. Quinn, The Quinn Menhaden Fisheries, Inc., Fernandina, Florida, for the Gulf Region. The number of menhaden vessels in operation this year has increased about 35 per cent. Last year 100 vessels were operated with crews totaling 2,500 who had an average catch per fisherman of 250,000 pounds.

Statistics for the menhaden fishery in 1943 show that the production of meal, dry scrap and oil greatly exceeded the previous year and was greater than the average yearly production from 1924 to 1939. An outstanding accomplishment in 1943 is shown by the fact that 25 factories produced more that year than 30 factories did in 1942, which is another example of the concentration efforts on the part of the industry.

The total production of all types of fish scrap and meal in the United States and Alaska, in 1943, is estimated at 191,000 tons. Officials of the Food Distribution Administration state that minimum requirements for 1944 are 265,000 tons.

Although the yield of oil in the early catches of this year has been lower than usual, Dr. Prytherch believes it will undoubtedly increase as it generally does during the late summer and fall. He states, "Lack of rainfall is probably responsible for the low yield of oil this season because river water conveys enormous quantities of fertilizing substances to the sea, which are necessary for growth of the minute plants and animals which constitute the food of the menhaden. In other words, the fertilizer and other land elements which the farmer loses through land drainage, erosion, etc., are not lost but travel to the coast where they stimulate the production of microscopic life or plankton and are recovered through the feeding of the menhaden and other fish and shellfish together with important vitamins, mineral salts, etc., created by solar radiation.

The farmer gets his fertilizer back in fish meal, vitamin oil, oyster shell lime, etc., created by the menhaden and the oyster, and the cycle of nature goes on. The menhaden together with the oyster, clam, etc., are the most important 'vitamin machines' in our eastern and southern seas, and are



Part of the menhaden fleet of Morehead City, N. C.

capable of filtering as much water daily as flows out of the rivers in these coastal regions."

Menhaden Industry Production Statistics

Year	Catch (Pounds)	Number of Plants	Dry Scrap and Meal (Tons)	Acid Scrap (Tons)	Oil (Gallons)
1935-39 (Average)	519,472,000	30	40,170	24,528	4,607,000
1940	638,761,000	30	56,249	15,520	5,775,000
1941	775,087,000	29	73,316	11,029	6,034,000
1942	474,821,000	30	50,504	2,549	5,129,000
1943	613,375,000 (estimated)	25	65,357	1,555	5,734,668

North Carolina Crabbers Active

APPROXIMATELY \$600 a week is being paid to Manns Harbor fishermen for hard crabs, and the average crabber can make \$20 to \$40 a week, according to W. S. White, one of the crab buyers. Mr. White hauls his crabs to Belhaven to the Blue Channel Corp. plant. Another buyer, C. R. Fulcher of Manns Harbor, sends his crabs to Hampton, Virginia.

Crabbers are paid three cents a pound, and the average catch is 800 pounds a day. Some boats have earned \$27 per day. The ordinary cost of baiting a crab line is about \$100 on the first day, and each day about \$4 worth of bait must be added. Some 25 boats are engaged in crabbing at Manns Harbor, another 25 at Roanoke Island, and quite a number at Colington.

Fisheries Meeting In Morehead

The regular summer meeting of the State Department of Commercial Fisheries was held at Morehead City on July 17. Chairman Roy Hampton of Plymouth, Department official, presided and matters of interest to coastal counties were discussed.

New Boats at Southport

Among new fishing boats at Southport are a 50-footer for Capt. Lucian Fulford, a 46-footer for Capt. J. Cheers and Capt. Herman Fulford and a 42-footer for Capt. Ed Caison. All of these operators live at Supply.

Capt. Merritt Moore has brought his 46' Diesel-powered *Augusta Ann* to Southport from Morgan City, La., where she has been rated one of the best producing boats in that section.

The 46' *Carrie M.*, which Dr. L. C. Fergus some time ago purchased in Hampton, Va., is skippered by Capt. Clarence Simmons, and a new 56-footer just completed for Fergus by Sarris Bros. of St. Augustine, Fla., is being skippered by Capt. Kenwood Varnum.

The 46-foot *Grandma*, built by Beach Ship Co. of Brunswick, Ga., and skippered by her owner, Capt. Herman Stanaland, is now fishing for W. S. Wells.

The 4 vessels from 42 to 46 feet, which W. S. Wells recently purchased are the *Dixie Doodle* and the *Mary L.* from J. A. Coassaroni, of St. Augustine, now in charge of Capt. Dewey Hewett and Capt. Sam Long respectively; the *San Jose* from Jean Oliver of Mayport, Fla., skippered by Capt. Talmadge Varnum; and the *Kingsley II* from Sam Snodgrass of Brunswick, Ga., skippered by Capt. Clarence Spencer.

Maine Coast Attracts Big Tuna Schools

HOARDS of giant tuna have descended on the Maine coast to the extent that both commercial and sports fishermen are daily averaging a fish to a boat, according to Commissioner Arthur R. Greenleaf of the Sea and Shore Fisheries. "Never before in the memory of any living fisherman have the gigantic bluefins congregated off our coast in such numbers", Greenleaf said.

Within sight of the shore, and extending from Kittery to far above Monhegan, schools numbering from a few dozen to sixty of the streamliners are giving daily battle to both harpoon and rod and reel fishermen, Greenleaf stated.

In 1943 commercial fishermen caught 246,000 pounds of the blue fins on both harpoon and line and it is expected by the Sea and Shore Fisheries Department that the 1944 landings will exceed that figure by a considerable margin. Many fishermen attribute the unusual schooling of the fish off the coast to the warmth of the season and the consequent higher temperature of the salt water and also to the abundance of whiting and other small fish.

Sardine Pack Still Ahead

The pack of Maine sardines as of August 5 totaled approximately 1,613,000 cases, which compares with 1,326,000 at that time a year ago. However, the run is still dragging along, and while the seasonal pack is still ahead of last year, the present day production has been smaller in light of the longer time that cannerys have been operating. Recently the Portland area has become more active because of an improved labor supply, and the catch between Machiasport and Rockland has been greater than it was a year ago. Some fish of stringing size have shown up, and while some of these are going to the smokers, a good proportion are being packed by the cannerys as sea herring in round cans. Some of the cannerys are also packing pollock and other groundfish.

Newbert & Wallace Completing Two Dragger

The *Eugene H.*, owned by R. E. Philbrick of Rockland, and the *Ethel C.*, owned by Capt. Clyson Coffin of Port Clyde, both new 77' draggers recently launched by Newbert & Wallace of Thomaston, are now being outfitted for fishing. The vessels will be powered with 180 hp. Superior Diesels.

"St. Christopher" Launched

The 95' dragger *St. Christopher* was launched for her owner, Capt. Philip Filetto of Gloucester, Mass., on July 29 by Reed Brothers, Boothbay Harbor. The vessel will be powered with a 300 hp. Atlas Diesel. The boat was christened by Miss Grace Ann Filetto, daughter of the owner-skipper.

New Boat for Minturn

Mt. Desert Boatyard, Mt. Desert, last month delivered a 35-ft. combination lobster and trawling boat to Abner Sadler of Minto, Me. The boat is powered with a Chrysler Crown engine with 1.95:1 reduction gear, and makes a speed of 15 knots.

Gray Yard Destroyed by Fire

The entire plant and equipment of Gray Boats, Inc., of Thomaston, were destroyed by fire on August 10. The dragger



Lobster boat owned by Capt. Geo. Trask, Bernard, Me., and powered with a Red Wing engine.

The 38' "Ellen A.", owned by Capt. Maxwell Young, of Cribhaven, Me., which has been repowered with a Chrysler Crown engine with 2.5:1 reduction gear, sold through Walter H. Moreton Corp., Boston, and installed by Hunter Machine Co., Rockland.



Pilgrim, being built for Capt. Ben Pine of Gloucester, received only a scorching on one side. The vessel will be completed by the builders, and is scheduled for launching in September.

New Engine for Reilly Boat

Rupert Reilly of New Harbor recently installed a new 50 hp. Model B Red Wing engine in his 30-ft. boat.

Roland S. Rackliff Dies

Roland S. Rackliff, 63, vice-president of Rackliff & Witham, Rockland lobster dealers, died on July 25. He had been connected with the lobster business for the past 22 years.

New Bedford Has Large Swordfish Fleet

THIRTY-SEVEN boats landed swordfish at New Bedford last month. The first big catch was landed on the 19th when 30 fish arrived, while the biggest day for the month was the 25th when 48 fish were landed. Among the high-line trips are the following: *Winifred M.*, 32; *Santina*, 29; *Ronald*, 25; *Bethlehem*, 23. Over 100,000 lbs. of swordfish have been landed at New Bedford and Woods Hole, and most of the catches have come from around Block Island and Noman's Land.

Because of their ease of handling and the small amount of labor required for processing, the swordfish have been welcomed by the fish dealers.

"Adele K." Launched by Palmer Scott

The 73-ft. dragger *Adele K.* built for Elsworth Lathan, of Newport, R. I., was launched by Palmer Scott & Co., on August 4. She was christened by her namesake, wife of the owner. The new vessel will be powered with a 170 hp. Buda Diesel.

Casey Launches Norton Dragger

The *Ursula M. Norton*, new 84' dragger built for Capt. Isaac Norton of Edgartown, was launched August 5 by Casey Boat



The "Quest", Capt. Thomas Tilton, Vineyard Haven, Mass., powered with 65 hp. Lathrop Standard Model gasoline engine.

"Mildred & Myra" Has Large Crew and Hold Space

THE new 61-foot dragger *Mildred & Myra* built by Essex Boat Works, Inc., Essex, Connecticut, was delivered to her owner John George of Stonington, late in July. Capt. Oliver Burroughs is skipper and Carl French, engineer.

Designed by Ellery Thompson of New London, the boat has a beam of 16' 9" and a draft of 7' 6". She is somewhat longer and wider than the typical boat in the Stonington fleet. She has a high sharp bow and a square stern.

The boat is constructed with 2 x 4 basket type oak frames on 10" centers, 1 3/4" yellow pine planking and 3 x 4 fir decking. During construction all frames and the inside of the planking were painted with red lead preservative. The vessel has 12 x 12 towing bits with the forward one set on the stem. There are two 6 x 6 quarter bits aft of the house.

The fish hold has a capacity of 60,000 pounds with ten pens. It has a concrete floor fitted with oak grating, and a pump well with a combination wash-down and bilge pump. The hold is 24' long and 5' deep and has extra heavy pen boards which are of 1 1/8" square edge fir. A special feature of the hold, believed to be new for boats of her size, is the use of 2" glass insulation contained in vapor proof bags and placed between the studs of the hold bulkheads. Tar paper is placed on either side of the studs, over which there is 1" spruce sheathing.

On this boat there is no separate ice house, and the space generally used for this section is available for fish. The fish hatch is exceptionally large, being 8' 6" x 4'. There is a removable section in the forward bulkhead through which the engine can be taken out through the fish hatch, thus eliminating the need for moving the pilot house.

The lazarette is exceptionally large, having a raised deck over it.

The pilot house is large and light with good visibility from all sides. Weldwood plywood was used for inside and outside sheathing as well as on the roof. The dimensions of the house are 8' x 8' x 6' 4" high, and there are three windows forward, one on either side, and one aft, each of which has a 30 x 30 inch glass. There is a 6' seat locker on the starboard side, and on the port side a trap door is located over the engine room companionway. The compass is of Kelvin-White make.

All lights on the boat are controlled from the pilot house, and lead armored cable is used in the house and for signal lights



The new 61' dragger "Mildred & Myra", recently completed by Essex Boat Works, Inc., Essex, Conn., for Capt. John George of Stonington.

and the two flood lights on the after side of the house. All wiring below deck is rubber covered.

The boat has a reduction gear steerer with chains leading to the rails, which are connected to cables that extend aft to the reverse tiller.

The engine room provides good access to all equipment, and is 7' 4" in depth. There are two port lights on the after bulkhead at the break in the forward deck, which is raised 21" over the main deck. Two fuel tanks have a total capacity of 1,000 gals., and there is a 100-gallon lube tank and 80-gallon fresh water tank.

The boat is powered with a model ME135, 6 cylinder Murphy Diesel rated 135 hp. at 1200 rpm., and equipped with a model MG200 Twin Disc 3:1 reduction gear. She has a 44 x 41 Columbian propeller, which turns on a 3 inch bronze tail shaft, coupled to a steel intermediate shaft.

The engine, which was sold by Nicoll-Talcott Co., Hartford, is equipped with a governor which is operated by oil pressure and acts as a safety control. The engine controls are located in the pilot house.

The boat is equipped with a Hathaway winch, which is operated from a jack shaft through a Dodge hauling clutch. Batteries are 32 volt heavy duty Willard.

A sliding door in the forward engine room bulkhead gives entrance to the fo'c's'le, which contains 5 bunks, large clothes and food lockers and a folding table.

There is a porcelain sink with a gravity outboard outlet, and a No. 124 Shipmate range. An escape hatch with doghouse is arranged for conversion to a fo'c's'le companionway. In order to give a smooth interior finish and provide extra insulation, the ceilings, which are of 1 1/4" stock, are sheathed with 1/4" plywood, which is shaped to fit. Plywood is also used on the fo'c's'le bulkhead.

Members of the Essex Boat Works include Morton C. Tiley, President; P. H. MacWhinney, Superintendent; and Richard Stoughton, master builder.



The 32' gill netter "Ellen Jean", owned by Capt. W. A. Davis of Gloucester, and powered with a Model 22, 55 hp. Gray marine Diesel which swings a 26 x 17 propeller. The engine was sold by J. H. Westerbeke Corp.

Building Co., of Fairhaven. The sponsor was the Captain's daughter, for whom the vessel was named. The new craft will be powered with a 240 hp. Fairbanks-Morse Diesel.

It was a coincidence that on the day of the launching, four other fishing craft built by Capt. Norton all happened to be in port; they are the *Catherine & Mary*, *Malvina B.*, *Joan & Ursula* and the *Idlewild II*, which was built 21 years ago.

"Alice H." Repowered

The 48-ft. *Alice H.* of New Bedford has been repowered with a new Chrysler Royal engine with 2.5:1 reduction gear. She is owned by George Epstein and Manuel Sylvia of New Bedford, and skippered by Capt. Frank Ray.

New and Returned Boston Boats Operating

The new Boston dragger *Moonlight*, commanded by Capt. Jean Marino, landed her maiden trip of 90,000 lbs. of redfish at Gloucester early this month. She is owned by Northeastern Fishing Co.

The 110' steel trawler *Weymouth*, recently returned to R. O'Brien & Co., after operating in Government service, landed her first trip at Boston fish pier on August 1.

The trawler *Belmont II*, formerly the *Hekla*, and recently returned by the Government, landed her first trip on July 17 for her new owner, Usen Trawling Co.

"St. George" Returned

The Government has returned the Boston wood trawler *St. George*, and the vessel is expected to be ready to resume fishing the middle of September.



Commercial fisherman of Garden Bay, Mich., sorting a day's catch of crayfish. Center: fisherman holding a typical specimen. Right: traps used to catch the crayfish stacked on the beach near the fish house.

Michigan Crayfish Finding Ready Market

THE fresh-water Michigan crab is becoming a delicacy on Midwestern tables. Catching crayfish is a business on the Garden Peninsula. Commercial fishermen on this narrow strip of land which separates Big Bay de Noc from Lake Michigan are making these plebian cousins of the lobster and shrimp available.

These crayfish are trapped by the commercial fishermen in box traps and shipped alive to distributors.

The traps are boxes made of ordinary lath 18 inches long, 8 inches wide and 8 inches deep, with a small funnel in each end to enable the crayfish to enter. The lath is placed about $\frac{1}{2}$ inch apart to enable the small ones to escape, and to permit light to enter the trap so that the crayfish may see the bait that is placed inside. The top is removable to permit insertion of bait and removal of the catch. A piece of concrete in each end makes the box sink to the bottom.

The bait usually consists of fresh fishheads and must be changed daily, because the crayfish will not enter a trap that is baited with old meat or fish. The bait is suspended on a wire hook from the top of the trap. Lines of as many as 300 traps are set in about 5 to 30 feet of water. Each trap is marked by a float at the end of a length of quarter-inch light rope.

Some fishermen use a rowboat to move along to lift their traps; some use a motor boat, with the engine throttled to slow speed as the craft moves along the line of floats which are about 100 feet apart. While one man "gaffs" the floats with a hook and lifts the traps, the other removes the catch and rebaits the traps for resetting in another place. The catch may average about 15 crayfish per trap.

The smallest ones taken from the trap for shipment are $3\frac{1}{2}$ inches in length, and they usually range from $3\frac{1}{2}$ to 6

inches. An average day's yield from Garden Bay is about 2,000 crayfish.

They are sold by the hundred rather than by the pound, and will average about 16 to the pound, or about 6 pounds to the hundred. The fishermen take great care to be sure that only live hardshelled specimens are packed in the flat wooden boxes for shipping. Approximately 400 are shipped in each box.

Green Bay and Milwaukee are the main distributing points, and the market price is fairly consistent at \$1.00 per hundred.

Taking of crayfish commercially is not regulated by law, but the natural season for trapping them extends from about July 15 to October.

Unlike most types of commercial fishing, intensive fishing tends to improve this branch of the industry, because the numerous small ones, which are always thrown back, feed well on the bait in the traps, and they grow faster and spawn sooner.

Tagged Trout Travels and Grows

A 20 $\frac{1}{2}$ inch lake trout taken recently in Lake Superior by James McDonald of Grand Marais was one of 700 hatchery-reared lake trout released in Munising Bay on May 13, 1941, according to records of the Conservation Department's institute for fisheries research. At time of tagging, the fish was 10 $\frac{1}{2}$ inches long and weighed about four ounces. It had traveled about 75 miles since its release three years ago.

Fishing Tug Without Fuel, Rescued

The 40-foot fishing tug, *W. R. Busch*, which had been adrift in Lake Michigan for nearly 24 hours late last month after its fuel oil supply was exhausted, was found and towed into Port Washington, Wis., its base. The tug, with a crew of three, was located by another Port Washington fishing tug, the *Bossler Brothers*, about 25 miles off shore.

Grover Bros. Add Boat

Grover Bros. of Montague, Mich., recently bought a fishing boat in Two Rivers, Wis., which has been added to their fishing fleet and named *Grover Brothers*.

Mussel Dredging Banned in July

A five-year closed season order of the Conservation Commission prohibits, for the first time, taking of mussels in the month of July in waters of southern Michigan counties. The order was issued on the showing that mussels were seriously depleted in these waters and that an extended period of protection was necessary to give them a chance to re-establish themselves.

A one-time half million dollar industry, the Conservation Department has issued as many as 2,500 licenses annually for the taking of mussels, shells of which are used in making buttons.

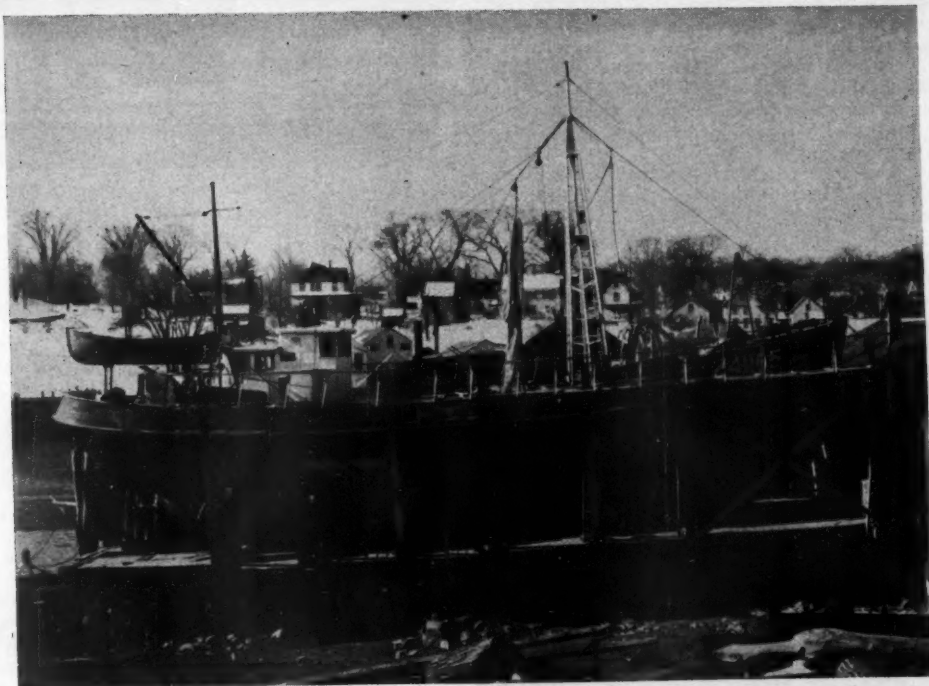
Steel Tug Launched

A 31' welded steel hull fishing tug has been launched for John Gleason and John Fletcher of Bay City, Mich. The boat was built by Rama A. Willet of Essexville, and is named *Cach-a-lot*.



"Lucille H.", fishing tug owned by Capt. Rasmus Hendricksen, Charlevoix, Mich., is powered with a Fairbanks-Morse Diesel.

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Hornet's Quarters Are Well Arranged

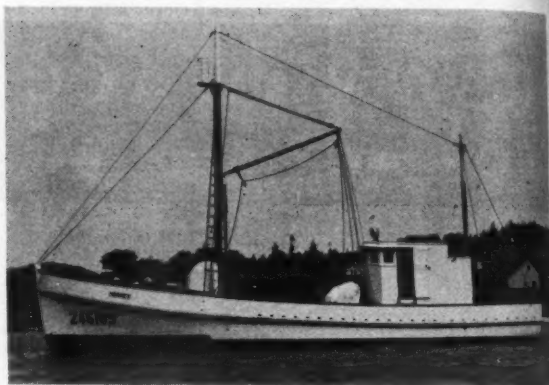
THE 60' x 16'8" x 6'6" dragger *Hornet*, built by Southwest Boat Corp., Southwest Harbor, Me., for Harvard R. Beal and Lennox L. Sargent, also of Southwest Harbor, was commissioned last month.

Designed by the builders, the *Hornet* has several interesting features. For example, the raising of her forward deck to flush with the top of the bulwarks gives exceptional headroom in the fo'c's'le for a boat of this size. The streamlined fo'c's'le is especially well lighted by a ventilator-escape hatch with six deadlights. It contains four bunks, aft of which on either side are clothes lockers with slanted doors which provide a reclining back over the seat lockers.

In order to eliminate excessive cooking heat during the summer, the galley is equipped with an E. J. Willis Blue Flame Model gas stove, in addition to the No. 1016 Shipmate range which takes its place during the winter. Cooking space is located port of the ladder, with coal outlet under, the bin being filled through a chute from a deck plate. Starboard is a large ice box with full length door, and a well-fitted dresser.

The deckhouse, which is sheathed with $\frac{5}{8}$ " plywood on both sides, and through bolted, is commodiously arranged. It has dimensions of 6'6" x 8'6", plus an extension over the engine room companionway for the after end of the captain's bunk. It has chart table, doors opening forward and drop sash windows.

The engine room has full headroom, and plenty of working space around the engine. There are two port lights forward and two deadlights aft in the engine trunk. A 500-gallon fuel tank is located either side of the engine, and under each tank there are 2 sizable drawers for tools and miscellaneous supplies. The after section of the vessel is open from the engine room through to the transom. The after mast is stepped on deck aft of the house.



The new 60' Cummins-powered dragger "Hornet", built by Southwest Boat Corp., Southwest Harbor, Me., for Harvard R. Beal and Lennox L. Sargent.

The fish hold, with cement floor and pump well, has a capacity of 50,000 lbs., and is fitted with a 4' x 5' hatch, and a deck plate over each pen.

The *Hornet's* power plant, furnished by Cummins Diesel Engines of New England, Inc., is completely equipped with fishing service accessories. The engine is a Model HMR-604.4, 100 hp. Cummins Diesel, fitted with a Twin Disc 2:1 reduction and reverse gear, connected in series to a Walter RO6, 2.2:1 reduction gear, which is bolted to the 3" bronze propeller shaft. The engine swings a 44 x 36, three-blade Columbian propeller, giving a boat speed of 10 knots.

A special feature on the engine is a Synchro-Start Model 1841 safety control, which automatically shuts off the engine when abnormal lube oil pressure or water temperature develops, and sounds a bell alarm.

Other accessory equipment includes a 32-volt, 1500 watt Delco-Remy generator, Deluxe lube oil filter, Marine Products bilge pump, Perkins crankcase pump, Burgess exhaust silencer, Reliance tachometer, and Columbian throttle control. A Twin Disc C107 front power clutch take off, with approximately 5:1 reduction, operates the Hathaway winch.

Other equipment on the vessel includes two No. 2 BI Edson diaphragm pumps, two 30 volt sets of XH25 Exide batteries, Kelvin-White compass, Linen Thread nets, New Bedford cordage, and Roebling wire rope. Wilcox-Crittenden furnished a 36" steering wheel and 150 and 200 pound anchors. The vessel is protected with a remote control Kidde Lux fire extinguishing system.

The specifications for structural members of the vessel are as follows: keel and stem assembly: sided 8"; stern post, shaft log, and horn timber: sided 12"; frames: 3" x 4" oak, steam bent; planking: 2" fir, yellow pine; decking: 3" pine, caulked; deck beams: sided 3", molded 4"; floor timbers: sided 3", molded 12"; ceiling: 2" fir, yellow pine; engine beds: sided 10", molded 10". International paints were used throughout.



Interior views of the "Hornet". Upper left shows the four bunks and lockers in the fo'c's'le; lower left shows the galley with gas stove used for summer cooking; at right is the engine room showing the Model HMR604.2, 100 hp. Cummins Diesel.



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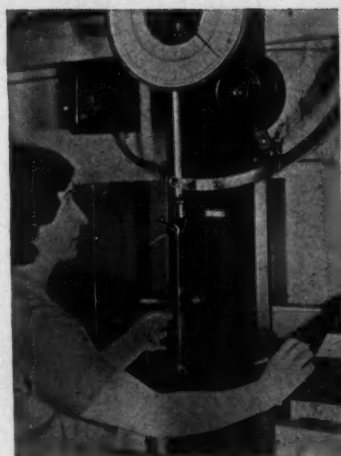
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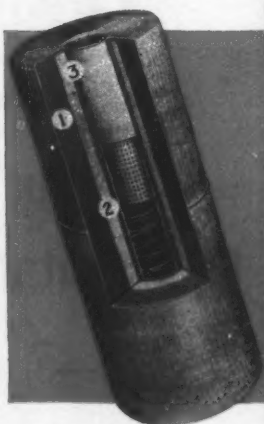
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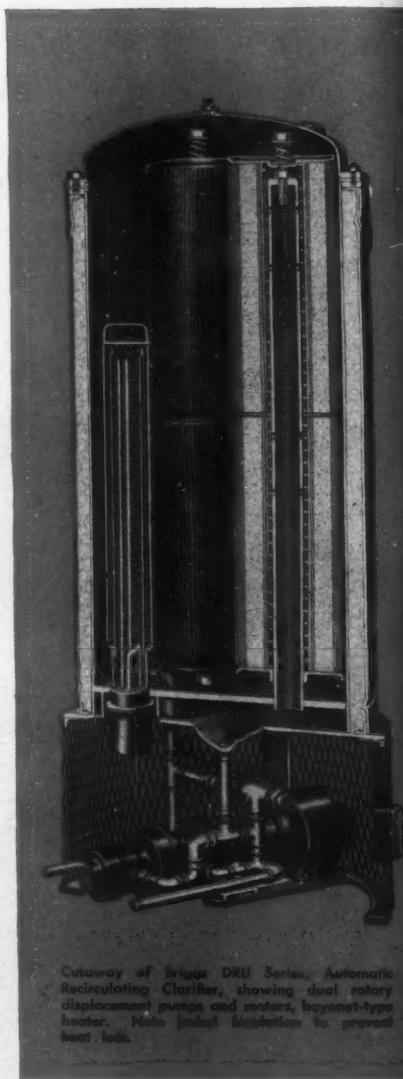
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Gloucester Landings Set A New Record

GLoucester landings for the month of July set a new all-time record with a total of 27,553,000 lbs. This represents a million pound increase over the previous record established in August of last year. Redfish accounted for 15,000,000 lbs. of the landings, representing a new high for that variety. Mackerel landings, however, which accounted for 6,000,000 lbs. were more than 2,000,000 lbs. under July of last year, and this drop is accounted for by the 50,000 lb. trip limit necessitated by the shortage of freezer space. Whiting production dropped to half of that of the same month a year ago, and this reduction is attributed, in part at least, to the catch limits requested by the dealers, which restrict whiting draggers to 20,000 lbs. of whiting and 10,000 lbs. of groundfish per trip.

Capt. Rocha Lands First Swordfish

Gloucester's first swordfish trip was landed on July 27 by the *Lady of Good Voyage*, Capt. Manuel Rocha, which had 130 fish weighing 29,000 pounds. The largest fish weighed 508 lbs. dressed. The vessel was gone 9 days and the crew shared \$540 per man. The *Evalina M. Goulart*, Capt. Manuel Avila, weighed on a 36,000 pound trip of 151 fish caught in 18 days, on August 2. Two more vessels have changed over to swordfishing, the *Emma Marie*, Capt. Percy Peiroway and *Olivia Brown*, Capt. John Fragata, making a total of 6 swordfishermen in the fleet up to the first of the month.

Several Big Trips Landed

Recent big trips landed at Gloucester include 160,000 lbs. of cod and haddock by *Catherine L. Brown*, Capt. Louis Brown; 150,000 lbs. of cod by the *Columbia*, Capt. Matthew Sears; 180,000 lbs. of redfish by the *Puritan*, Capt. Oscar Ribeiro; 200,000 lbs. of redfish by the *Theresa M. Boudreau*, Capt. J. Alphonse Boudreau; and 195,000 lbs. of cod by the *Killarney*, Capt. Joaquin Gaspar.

Two New Draggers Launched

The 81' dragger *B. Estelle Burke*, built for John J. Burke, Jr., was launched on August 1 by the W. A. Robinson Shipyard in Ipswich. The vessel will be powered with a 180 hp. Superior Diesel.

The 95' dragger *The Holy Family* was launched July 22 by Serry's Shipyard, at Essex. The vessel is co-owned by Capt. Matthew Mocerri and Jerome Lovasco. She will be powered with a 320 hp. Fairbanks-Morse Diesel.

Jodrey Buys "Mayflower"

The 48' *Mayflower*, formerly owned by Elsworth Lathan, and operated out of New Bedford, has been purchased by Everett Jodrey's Richard J. Corp. of Gloucester. The boat is now dragging for whiting under command of Capt. James Madruga, and will later change over to gill netting.



The "Etta K." of New Bedford, owned by Capt. V. N. Gray, and equipped with an Atlas Diesel engine and Hyde propeller.

"Triton" Wrecked

The 36' single-masted dragger *Triton*, Capt. Salvatore Lochrico, piled up on Squibnocket Point, Vineyard Haven, on July 16. The hull was a total loss, but the two-man crew slid off the bowsprit onto the beach and saved the gear.

Biggest Redfish Caught

A record size redfish, weighing 5 lbs. 11 oz., and measuring 22 inches in length was brought in recently by Capt. Joe Parisi of the *Gaetano S.*, and is being mounted by Gorton-Pew Fisheries.

"Gen. MacArthur" Pulled Off Ledges

The 70' *General MacArthur*, which went hard aground on ledges at Brace's Cove in a fog on July 20 was pulled off by the seiner *Frankie & Rose*, Capt. Joseph Sinagra, on August 10, and towed to Gloucester. At the time she grounded she was inbound with a 50,000 pound catch of mackerel, and her 15 man crew escaped in their 42' seine boat. The vessel has been sold by her owner, Capt. Joseph Sinagra, to Capt. William Lafond.

"Grace & Rosalie" Goes Ashore

The 70' whiting dragger *Grace & Rosalie*, owned by Capt. Nicholas Parisi, was successfully floated August 5, after going ashore near Brant's Rock, and was towed to the James Monroe Shipyard in East Boston for repairs.

Robinson To Have Outfitting Base

William A. Robinson, operator of the Robinson shipyard in Ipswich, has purchased the former Booth Fisheries property and wharves at East Boston, where he plans to establish a base for outfitting, maintaining and repairing of fishing vessels, as well as a yacht basin.

First Trips

Soffron Bros.' new dragger *Evzone*, skippered by Capt. Mickey Densmore, hailed for 125,000 lbs. of cod on her maiden trip late last month.

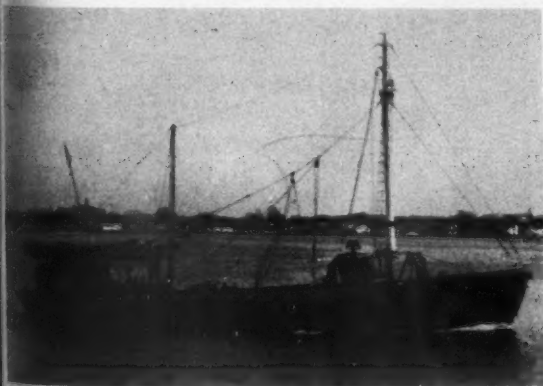
The *Philip & Grace*, Capt. Joe Ciarametaro, recently landed her first trip since being returned by the Navy. She had 125,000 lbs. of redfish.

"Antonina" and "Bethulia" Back Fishing

The seiners *Antonina*, Capt. Bennie Randazza; and *Bethulia*, Capt. Joseph Curcuro; are again fishing after being salvaged and repaired following recent sinkings.

William R. Russo Dies

William R. Russo of Melrose, Mass., prominent Boston fish dealer died on July 22. Mr. Russo was owner of the firm of Henry & Close, located on Boston Fish Pier.



The New Bedford dragger "Barbara", owned by Leo Pyne, and powered with a 4 cylinder, 100-120 hp. Wolverine Diesel. Her skipper is Capt. George Kohler.



West Coast Diesel engine manufacturers met recently in San Francisco. Standing, from left to right: E. B. Scott, Enterprise Engine & Foundry Co.; W. P. Wooldridge, Hendy Iron Works; Howard Oxsen, Diesel division Fairbanks, Morse & Co.; Charles G. Cox, Enterprise Engine & Foundry Co.; D. R. Lane, Union Diesel Engine Co. Seated, from left to right: Gerald Brusher, Enterprise Engine & Foundry Co.; Roy F. Anderson, Lorimer Diesel Engine Co.; W. M. Griffith, Atlas Imperial Diesel Engine Co.; Harold Ellis, Diesel Engine Manufacturers Association; R. M. Murray, Fairbanks, Morse & Co.; F. Twist, Atlas Imperial Diesel Engine Co.

Maryland Crab Industry Hit By Shortage

CRABS have been scarcer in the Maryland waters of the Chesapeake Bay this season than ever before and sold for higher prices. In July there was a better run and crabs became somewhat more plentiful, but were small.

During July, the crabbers sold for the highest ever known. Andrew Marshall of Crisfield said he paid one of his crabbers \$185, one week, and \$187 for another. Some have even done better than this.

Crabbers in the Oxford section are realizing 10 cents for every pound of hard crabs they can catch, but there is a pronounced shortage of crabs. Never in the history of crabbing have crabs been so slow in coming up the bay on their annual migration, and never so few of them.

The scarcity is causing crab-packing plants to be operating but a few hours a day at a time when they should be veritable beehives of activity.

A typical day's receipts at the plant of Aubrey D. Harris totalled 1000 lbs., from 21 crabbers, where formerly six tons would have been brought in. Individual catches ran from 40 to 110 lbs., compared to as many as 8 barrels in the past.

Harris declared, "In my opinion the entire scarcity of crabs is due to the dredging of crabs in the winter months in Virginia, where they hibernate and bury in the mud, and the catching of the female sponge crabs by the Virginia crabbers. I think there should be a law in Virginia, as there is in Maryland, prohibiting these practices."

Woodfield Cites Lack of Crabs

Albert W. Woodfield, owner of one of Southern Maryland's largest seafood processing and packing plants at Galesville, asserted that "there are scarcely any crabs left in the Chesapeake Bay for Marylanders to catch. The crab shortage has been so severe that no hard crabs and very few soft ones are available in the seafood centers."

He said that Virginia allows the egg-bearing or sponge crabs to be processed throughout the Winter months, thus cutting off the regular supply of young crabs in the Maryland waters of the Bay during the Summer crabbing sea season.

"Prices on crabs in the seafood markets," Mr. Woodfield said, "are \$1.60 per pound for crab salad lump meat and \$3 to \$4.50 per dozen for soft crabs from Crisfield and Baltimore seafood markets. These figures," he said, "are approximately triple the average prices this season in former years."

Take Grounds For Oyster Planting

A number of persons are taking up oyster grounds for planting purposes in the Tangier Sound and its tributaries. The following have applied recently: Ernest A. Taylor, Bivalve, Md., about 5 acres, located in Nanticoke River, in Wicomico waters. Cecil Webster, 5 acres, Waterville, Md., located in Ellis Bay, in Wicomico County. Clark Simms, Princess Anne, 3 acres, located in Monie Bay, an arm of Tangier Sound. Omar M. Scott, Princess Anne, 5 acres, located in Monie Bay. Herschel E. Catlin, Upper Fairmount, 10 acres, located in Manokin River.

Tilghman Gets "A" Award

The Tilghman Packing Co. of Tilghman, Md., has been given the War Food Administration "A" award for production

achievement. This is one of the first companies in Maryland to receive the award. George T. Harrison is President, O. B. Harrison, Vice-President, and Kenneth E. Harrison, Secretary and Treasurer of the Company, which packs oysters and crabs.

Payment For Oyster Bar Damage

The Navy Department has agreed to recommend the payment of \$122,992 to the State of Maryland for damage to public oyster bars in the Severn and the Patuxent Rivers, as a result of dredging operations by the department, Senator Radcliffe of Maryland has revealed.

The question of recompensing the State for oyster bars has been under discussion since December, 1942, and Senator Radcliffe has had numerous conferences with officials of the Navy Department in an effort to reach an agreement.

Tangier, Va., Reports Crabs Plentiful

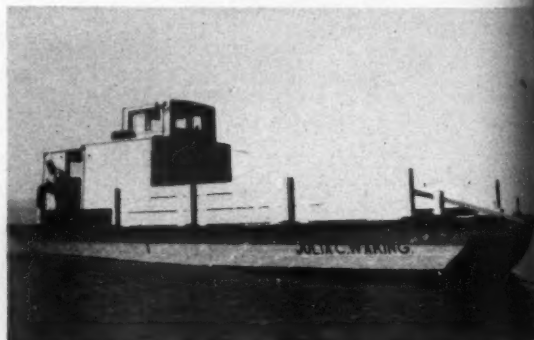
Tangier Island crabbers are now making bigger catches than they have made in the past ten years. Mud-larkers are caught from 200 to 300 peelers a day, and crab scrapers from 600 to 1000. Crab packers are buying about 40,000 peelers a day at 4 cents apiece.

Catching Bait For Crabbers

Two Tangier fishermen, Captains Frank Dise and E. Low Landon, have been catching crab bait all Summer for Tangier crabbers. Captain Dise uses eel pots and according to reports is making good money selling his catches to trot-liners. Captain Landon, on the other hand, is using gill nets to catch menhaden. He has been doing very well for the past month, catching from 400 to 600 menhaden every day he fishes. He sells them to crabbers to be used in their pots.

Norfolk Area Landings

Landings of fish in the Norfolk area during the month of July totalled 2,699,000 lbs., representing an increase of one half million pounds or 22% over June, but 25% less than the landings in July of last year. Croakers continue to be the leading variety with a catch of nearly 2 million pounds, followed by 440,000 lbs. of gray sea trout and small quantities of blue butterfish, scup and mackerel.



The "Julia C. Waring", first of a fleet of new type oyster dredgers being built by Haines Oyster Co., of Seattle, Washington. Operated by three men, the dredge can handle 100 bushels daily. The craft has a length of 44', and a beam of 15', and is powered by a 144 hp. Chrysler Royal engine with 3:1 reduction gear.

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Help Build Fishing Profits

Today—you want fast, dependable power to bring your catches to the market.

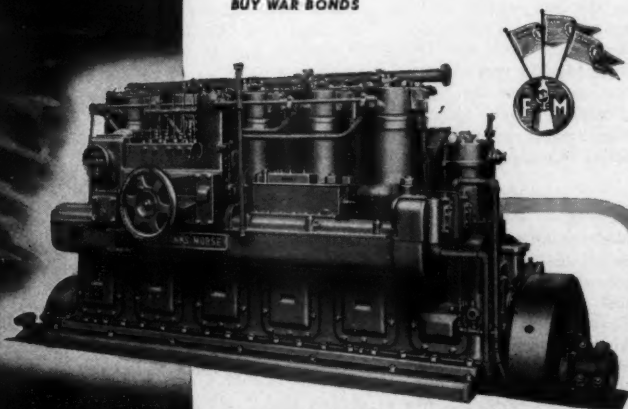
You want steady, reliable, low-cost power with plenty of extra reserve for any emergency.

That's what you want—and that's what you get—when your boat is equipped with a Fairbanks-Morse Diesel.

There's a Fairbanks-Morse Diesel for every type of fishing vessel. Regardless of size—regardless of service—Fairbanks-Morse builds the right Diesel for your boat.

If you are planning to buy—build—or convert, write for complete Diesel information. Fairbanks, Morse & Co., Fairbanks-Morse Building, Chicago 5, Illinois. Branches in all principal ports.

BUY WAR BONDS



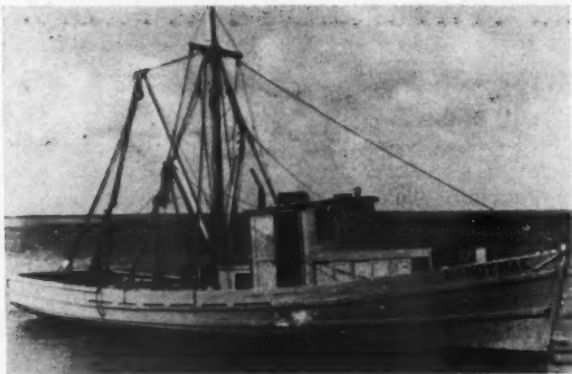
This 2-cycle, automatic scavenging, Model 35 Fairbanks-Morse Marine Diesel is built in 3-cylinder sizes from 90 to 450 hp. It meets the requirements of heavy-duty marine service. Speeds permit direct propeller drive without reduction gears. Other models 10 to 2125 hp.

FAIRBANKS-MORSE

DIESEL ENGINES
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Diesels



The 49' 8" x 16' x 5' 6" "Nancy Mae", owned by Capt. C. Fitzgerald of Aransas Pass, Texas. The boat has just been re-powered with a new D-8800 Caterpillar Diesel, and is equipped with a Michigan propeller, Columbian anchor ropes and pick-up lines, Linen Thread netting and Stroudsburg hoist.

Texas Fishermen Form New Association

THE Texas Fisherman's Association, Inc. was recently organized for the purpose of bringing about better cooperation between fishermen and dealers and to promoting the welfare of the industry as a whole. Its members are commercial fishermen of Texas only, the Association is not affiliated with any other organization, state or national. Officials are W. D. McMillan, president; Capt. G. W. McNeir, vice president; J. R. Stephenson, 2nd vice president; and Judge Andrew Johnson, secretary-treasurer.

These men are thoroughly familiar with the problems of fishermen, two of them, Capt. McNeir and Stephenson, being fishermen themselves and Mr. McMillan a boatowner.

Shrimping Light

The 1944 shrimping season has been disappointing so far, with few boats having caught over 40,000 lbs. in the first seven months of the year. High winds curtailed shrimping operation in the Gulf during July.

Up to June 1, this year, the catch was 10,177,931 pounds for the period beginning last September 1. These figures will be increased only slightly before the fiscal year ends August 31, since the bay waters will be closed to shrimp trawlers using large trawls until that time. The catch for the year ending September 1, 1943, was 19,022,873 pounds, but in 1940 it was only 11,568,075 pounds.

Last year two of the "high" boats of the state, the *Major C. L.* of Freeport, Capt. Manuel Marques; and the *Jenny Grasso*, gasoline motor with 2.03 reduction gear, and new shaft and hundred thousand pounds of shrimp.

Trawler Repowered

Capt. A. L. Powell is installing a Model M 130 Chris Craft gasoline motor with 2.03 reduction gear, and new shaft and propeller in his shrimp trawler *Lon*. This boat has an overall length of 33' 6", a beam of 12', and a draft of 3', and is a typical shallow water trawler of a type now used extensively in Texas inland salt water.

Skipper Powell is working for General Seafoods, Inc., and improvements to the *Lon* are being made at their shop at Aransas Pass.

"Osprey III" Unloads Snappers

The 85-foot schooner, *Osprey III*, under the command of H. T. Giddy and a six-man crew, unloaded 1,535 pounds of red snappers at the Collins Fish & Oyster Company's pier at Aransas Pass during July. The snappers were caught in the Gulf of Mexico off Port Aransas.

Consider Price Adjustments

Corpus Christi fishermen seeking an adjustment in the ceiling price of shrimp have been promised action soon by the San Antonio office of OPA.

Florida Fisheries Association Holds Annual Meeting

WARTIME restrictions on fishing operations already have been relaxed considerably and will be further eased as victory approaches, the Florida Commercial Fisheries Association was told at its recent annual convention by Lieut. R. M. Monroe of the Coast Guard, representing Rear Admiral Walter S. Anderson, Miami, commandant of the Seventh Naval District, and the Gulf Sea Frontier.

"As the situation continues to improve, as our armies and those of the Allies fight their way closer to the gates of Berlin, those restrictions will be further relaxed," Lieutenant Monroe promised in his address during the association's two-day fifth annual conclave, which concluded August 8 at the Mayflower Hotel, Jacksonville.

It was pointed out that the more drastic restrictions imposed at the start of the war already have been lifted, although fishermen still were prohibited from operating in a number of restricted areas in the vicinity of training sites used for target practice and other rehearsals.

Lieutenant Monroe said a request for removal of restrictions against fishing along the 20 fathoms deep reef off Cape Canaveral could not be granted at this time because of operations of the Fort Pierce Naval Amphibious Training Base.

R. O. Smith of Jacksonville, Area Coordinator of Fisheries, said extensive exploration would be conducted off the East and West Coasts of Florida during the postwar era to develop new fishing grounds.

"The department," he promised, "is going to do everything possible to help the commercial fishermen after the war."

Millard Caldwell, Democratic nominee for governor, told the association that "over-production, labor problems and other economic ills are sure to follow this era."

Advising the fishermen to immediately prepare a comprehensive postwar program, he added: "It is going to be my purpose to work with you and any sound program which you may prepare. I want to see you work out a plan of procedure which will stabilize your industry and safeguard it against these economic problems."

Harry McCreary of Tarpon Springs was reelected president of the association. Elected new vice presidents were Walter Peterson of Fort Pierce, Frank Fant of Jacksonville, W. T. Everitt of Carrabelle, W. Plasendale of Miami and Harry Bott of Pensacola.

Directors include A. W. Adams of Key West, Edson Arnold of Fort Pierce, Clay Chadwick, Sarasota; Earl Morris, Welaka; J. E. Gantt, Jr., Jacksonville; W. G. Gault, Gasparilla; William E. Guthrie, Punta Gorda; Robert Hudgins, West Palm Beach; O. L. Iler, St. Petersburg; C. G. Meigs, Niceville; Walter Peterson, Fort Pierce; Charles Raffield, Panama City; S. E. Rice, Tallahassee; I. W. Riggs, Everglades; Thomas W. Smoot, Fort Myers; Max Swartz, Miami; John Salvador, St. Augustine; L. C. Yeomans, Crystal River; W. F. Randolph, Apalachicola; John Bolger, Dunedin, and Frank E. Welles, Pensacola.

Crawfish Season Opens

The Florida crawfish season opened July 20, after having been closed since March 21.

Claude F. Lowe, general agent for the State Conservation Department at Miami stated that only traps made of wood will be allowed for the taking of crawfish, and the traps are not to exceed two feet in height, two feet wide and 3 feet long.

There is no limit set on the length of the crawfish, but none can be taken from the water weighing under a pound.

The wholesale price was reported at 12 cents a pound.

The shrimpers are asking for higher ceiling prices on their products, especially during the summer months. Facilities are not available at Corpus Christi for heading shrimp and boat operators must employ labor to head shrimp on the boats.

It was pointed out at a hearing attended by OPA representatives and Corpus Christi fishermen that the two-cent raise, being asked for, would allow the operators to make a small profit, which, they claim, is impossible under existing price ceilings.

Louisiana Fleet To Have Many New Shrimpers

FOUR new trawlers will join the Pacetti fleet here this Fall. Three are now under construction at St. Augustine, Fla., and one at Tarpon Springs, Fla. One is being built for E. J. Pacetti and the other three for Truman Pacetti.

Edmond Kiff will skipper the *Mutiny* and Alphonse Lesseigne the *Bounty*, two new 62-foot trawlers which will go fishing for the Riverside Company this month.

Two new trawlers of the Versaggi Shrimp Company fleet will make their maiden voyages soon. They are the *Commando*, captained by Earl Lemarie, and the *Sal & Zina*. Both trawlers, 60 feet in size and powered by D-13000 Caterpillar engines, were constructed by the E. Klonaris Shipyards.

A new 60-foot trawler, built by Klonaris, is now being rigged to go fishing with the Ramos fleet early in September.

G. L. Palmer of Morgan City recently went to St. Augustine to get his new 65 ft. trawler *M. D. Shannon*. Built by Diesel Engine Sales Co., the modern craft has many improvements including galley and sleeping quarters above deck.

The new 60-foot trawler, *Two Boys*, built by Klonaris Shipyards, made its first trip recently. She is owned by Jack Gomez Carinhas, partner in the Independent Fish Co., which operates at Mayport, Fla., and Patterson, La.

Nine new trawlers are being built in North Carolina for addition to the fleet fishing out of this port for General Seafoods, Inc. Five of these new 40-Fathom boats are expected to arrive early in September.

The 62' *Olivia Mavar*, built in Biloxi, and owned by John Mavar, Sr., made its maiden trip in July. Wilson Authement is her captain, and she will fish in the Morgan City Packing Co. fleet.

Shrimp Cannery Elect Officers

Carlton Crawford, of Crawford Pkg. Co., Palacios, Tex., was elected president of the National Shrimp Cannery Association at the annual meeting July 18, in New Orleans.

Others elected were: John Mavar, Jr., of Mavar Fish and Oyster Co., Inc., Biloxi, vice president; T. B. Holcombe, of Indian Ridge Canning Co., Inc., Houma, Louisiana, second vice president; Miss Leonora Decuers, New Orleans, secretary-treasurer. Directors named included: Reginald Sewell, A. P. Dorgan, Jr., and Steve M. Sekul, Biloxi.

Shrimp Catch Lags

Shrimp catches this Summer have been disappointing as a whole, although there have been some fine trips. Shrimp production for the month of June increased sharply over May yields at most points along the Gulf coast, helping bring up the yearly production, which is still 28 percent below the first six months of 1943.

Total production of shrimp for all purposes was 21,420 barrels in June, a 50 percent increase over the 14,167 barrels pro-



The "Joan Dora", owned by Brisco-Hymel Fishing Co., and skippered by Capt. Sam Jones of Morgan City, La. She is equipped with a D-13000 Caterpillar Diesel, 42" Federal Mogul propeller, Columbian rope and Roebling trawling wire, and is fueled and lubricated with Esso.

duced in May. Production for the first six months of the year totalled 73,340 barrels, compared with 101,738 barrels during the same period last year.

Crab Production Shows Big Gain

Gulf coast fishermen had caught 5,098,928 lbs. of hard crabs by the end of June, compared with 3,780,915 lbs. by that date last year.

June was a record month for the canning of crab meat in this area, with 107,510 lbs. processed in addition to 73,360 lbs. sold fresh and frozen.

Mississippi Building Welded Steel Shrimp Boat

WESTERGARD Boat Works, Biloxi, in conjunction with the Sholtes Steel Works, is constructing an experimental welded all steel trawl boat for the DeJean Packing Co.

The boat was designed by Zona Carter and Jos. Sholtes for shrimping in shallow water, and incorporates the ideas of several Biloxi packers and fishermen.

The boat will be 56' long, have a 16' beam and 4' 4" draft. It will be powered with a 100 hp. Diesel engine and fitted out with modern conveniences for living. The boat will ice 160 to 180 barrels of shrimp in a stainless steel lined hold, and carry a crew of three.

One of the features of the new vessel is that it will weigh seven per cent less than a wood boat of the same size and have five per cent more speed with the same horsepower.

Dehydrating Plant Proposed at Biloxi

The Whitmoyer Laboratories have presented a proposal to the Biloxi port commission and the City of Biloxi requesting the commission to construct a building to be leased to the Laboratories for a dehydrating plant for manufacturing by-products from shrimp hulls and crab waste which is now dumped in the Bay.

Biloxi to Have Adequate Ice Supply

The South Mississippi Ice Co. is installing new refrigeration equipment which will enable the company to make an additional 20 to 25 tons of ice daily.

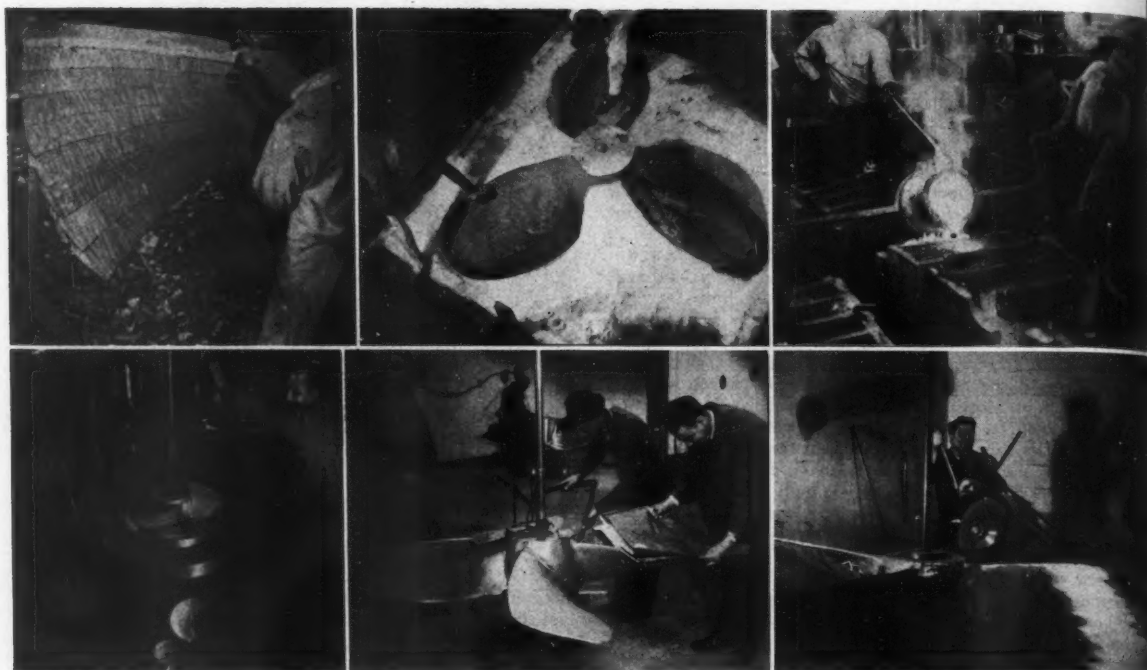
The plant will have a maximum capacity of 125 tons a day, and plans are being completed to truck 50 to 60 tons a day from the new Pascagoula plant.

It is expected that these facilities will be ample to take care of the fishing industry's 100 ton-per-day requirements as well as Government and domestic needs.

The company also recently finished a new 1,000,000 pound low temperature storage room for frozen foods in the adjacent Gulf Coast Warehouse.



The 61' x 16'6" x 7' dragger being built by Stanley C. Vansant & Son boatyard, Atlantic City, for Capt. Morten Mortensen, which will be powered with a 170 hp. Buda Diesel.



Some of the steps in the manufacture of propellers at the Columbian Bronze Corp. plant, showing in the top row, left: pattern shop developing blade of a propeller; center: pattern in drag half of mould; right: pouring molten metal into finished mould. Bottom, left: boring mill; center: inspection—checking bore, keyway, pitch and entire casting; right: propeller being rough ground all over by swing grinder.

The Making of Propellers

MARINE propulsion is a science of variables, theories and practical conclusions. Basically, the propeller is designed to meet two conditions; to propel the boat efficiently and to obtain the desired speed. Efficient propulsion starts with sufficient diameter and blade area. Pitch is of equal importance however. If the flat face of the blades were in an exact line with the shaft as it runs out of the bottom of the boat, the boat would run neither forward nor backward when the propeller was turned.

A ratio is maintained between diameter and pitch, and rarely is a propeller designed with pitch of more than one and one half times as great as its diameter; otherwise the "slip" will increase to a critical point and propulsion will stop. "Slip" is the difference between the theoretical and actual advance of the propeller through the water. "Slip" must be kept low for the sake of operating efficiently—primarily to keep down the engine fuel cost per hour.

Power should be a second consideration, but unfortunately the average boatman buys his power, and then hopes he has enough to operate a propeller of adequate dimensions. Regardless of the available power, the propeller must have a certain diameter to push the boat, and enough pitch to get a desired speed.

Since the first screw propeller was used in 1804, there have been few changes in basic screw propeller design. Many varied theories have been advanced, and many tricky variations have been tried—most have been unsuccessful. Some of these are encased, dished or hollowed, flat blades, conical, deflecting blades, multi-bladed, outward thrust, hollow hubbed, double propellers and a multitude of bent, twisted, gorged, warped and mangled contraptions,—the patterns for which may be found in a dusty corner of the Columbian Bronze Corp. pattern loft.

Despite the fact that the propeller consists essentially of a single machine casting, it is a complex product and its manufacture requires the services of many types of skilled workers and the use of a wide variety of machine tools.

The preliminary step in the manufacturing process of the propeller, begins in the Engineering Dept. Having been supplied with certain information as to the work which will be required of the propeller, the necessary diameter, pitch and blade contour

is calculated. When the design has been completed and approved, the necessary drawings are made by the Drafting Department and sent to the Pattern Shop where they are used in building a single blade wooden pattern.

The design drawing is used only as a guide in the blade layout. From the design drawing the pattern maker determines the number of wood laminations he will use in building the pattern. The wood laminations resemble "paddles", which are eventually to be glued together in a steplike manner resembling a fan. After these laminations have been joined, and while they are drying, the patternmaker builds a pitch template which he will use in carving the propeller pattern to its final shape.

In order to determine when the propeller pattern has been cut to the required thickness, plugs $\frac{1}{4}$ " in diameter and equal in length to the required thickness of the pattern are placed in holes drilled in the pattern. The pattern is then cut away to the level of the plugs thus providing a rough gauge which saves considerable time in the preliminary cutting operations. After the pattern has been rough cut to size the finishing operations are performed. These consist of smoothing the blade surface and carving the hub and root fillets accurately to size. Shellac is then applied to protect the wood from the dampness of the sand and to produce a surface so slick that sand will not cling to the pattern.

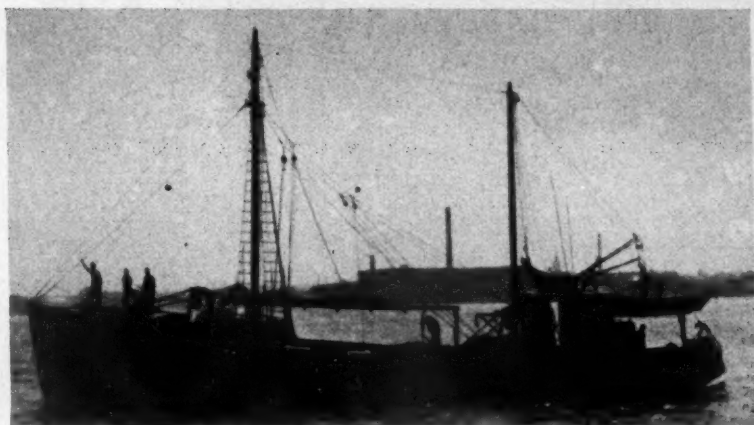
The pattern is then sent to the Foundry where it is placed in the drag half of a flask and covered with riddled moulding sand which is rammed firmly around it. Moisture content and the proper firmness of the sand are vital factors in the ultimate success of the mould. The cope or top half of the mould is made in a similar manner, and after it has been completed it is lifted from the drag and the pattern removed. Molten manganese bronze, carefully analyzed and controlled, is then poured into the resulting cavity and allowed to cool. Great care must be exercised in mixing the molten metal and in pouring it, if a sound propeller casting is to be obtained. The length of cooling time must be properly judged to avoid warping. After the propeller casting has cooled, it is removed to the snagging rooms where gates and risers are cut off. Saws and chipping hammers are used to perform this operation. Final and rough edges are removed in order to facilitate handling by the machine shop.

(Continued on page 41)

CATHERINE T.

New Nantucket
Dragger
Powered By

WOLVERINE



The new 87 ft. dragger "Catherine T.", owned by Eugene M. Perry and Stanley B. Butler is one of the largest and finest vessels to join the Nantucket fleet. Included in her full complement of modern dragger equipment is a 220 hp., 6 cylinder, 9 1/4 x 14 Wolverine Diesel.

The vessel's skipper, Capt. Tobias Flemming, knows Wolverines, having operated Perry's

Wolverine-equipped "Anna C. Perry" for 11 years. Says he, "The Wolverine is a very good motor".

Capt. Flemming is one of many owners and operators who report successful experience with Wolverine Diesels. It's because Wolverines are built to stand up, year after year, with trouble-free, economical, reliable performance.

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Though Charles Briddell, who founded this business back in 1895, has been gone for too many years, the impress he made on it is as strong and the ideals with which he vitalized it are as alive—as though he were still at the helm.

"C.D." was 100% the craftsman, impatient with shoddy workmanship, intolerant of cheap materials. His zeal to do every job top-notch flamed through all his work—and inspired all who toiled with him to care as much.

That is why Briddell products today have a quality, a dependability, that nobody appreciates more than the folks who use Briddell tools to make their living.



Flag awarded Jan. 4, 1944 • Star awarded June 24, 1944

CHAS. D. BRIDDELL, INC.

Crisfield, Maryland • Craftsmen in Metal since 1895

Boston Landings for July

(Hailing fares. Figure after name indicates number of trips.)			
Adventure (2)	200,700	Mao II (1)	125,000
Alden (3)	122,000	Maria del Sacorso (1)	14,000
America (1)	48,000	Maristella (3)	318,000
Angie & Florence (5)	189,000	Marjorie Parker (2)	139,000
Annie (5)	90,200	Mary & Jennie (2)	90,000
Annie & Josie (5)	109,200	Mary W. (2)	91,000
Beatrice & Rose (3)	143,000	Natalie III (7)	100,000
Bettina (3)	251,100	Neptune (7)	458,000
Billow (3)	406,000	New England (4)	79,700
Boston (1)	47,000	Newfoundland (2)	74,000
Breaker (2)	338,000	Newton (3)	61,000
Breeze (2)	361,000	Plymouth (2)	234,000
Brookline (3)	442,000	Poseidon (2)	41,000
Cambridge (1)	175,000	Princess (1)	20,000
Carlo & Vince (2)	100,000	Providenza (1)	70,000
Casco (4)	220,000	Quincy (3)	364,000
Comber (2)	325,500	Ripple (1)	233,000
Cormorant (3)	706,700	Roma (5)	1,281,000
Dorchester (3)	339,500	Roma II (2)	17,000
Eddie & Lulu M. (2)	31,100	Rose & Lucy (1)	27,000
Ethel (3)	45,700	Rosemarie (5)	298,000
Eva (5)	76,300	Rogie & Gracie (2)	95,000
Fabia (3)	457,400	St. Ann (5)	239,000
Familia (3)	140,000	St. Mary (1)	1,000
Fannie F. Hickey (5)	100,300	St. Michelangelo (1)	3,000
Flow (1)	250,000	St. Teresa (1)	90,000
Frances C. Denehy (3)	180,000	Salvator (11)	141,000
Frank F. Grinnell (1)	50,000	San Antonio (1)	2,400
General MacArthur (2)	110,000	Santa Maria (2)	95,000
Gertrude DeCosta (2)	140,000	Sarah M. (7)	482,000
Gertrude Parker (2)	92,000	Sea (2)	115,000
Gossoon (2)	166,300	Serafina N. (2)	117,000
Hekla (1)	241,000	Serafina II (2)	60,000
Jackie B. (2)	90,000	Shamrock (1)	403,500
J. B. Jr. (1)	8,500	Spray (2)	86,000
J. B. Jr. II (3)	42,100	Squantum (2)	192,000
Jennie & Julia (1)	20,000	Superior (3)	52,000
Josie M. (5)	104,800	Theresa R. (1)	417,000
Josie II (2)	25,700	Thomas Whalen (3)	32,000
Lark (3)	650,500	Three Sisters (1)	1,000
Leonarda (4)	51,000	Vandal (2)	457,000
Linta (1)	50,000	Wm. J. O'Brien (4)	440,000
Maine (4)	484,000	Winthrop (4)	440,000

"Princess"

(Continued from page 20)

wood outside and 1/2" fir plywood inside. The top is secured by 2" x 2 1/2" oak beams sheathed with 1/2" plywood and covered with No. 10 duck canvas. The wheelhouse provides sufficient working space for the pilot, as well as sleeping quarters for the master of the vessel. Engine alarm and control panels are located behind the pilot. Engine controls to the starboard side of the helm eliminate the necessity of having a man in constant attendance in the engine room. The vessel is equipped with Submarine Signal Co. Fathometer, a Clark Cooper electric horn, and a Hathaway reduction gear steerer.

A Maxim silencer is located in the after section on the starboard side and fuel oil day tank, fresh water expansion tank are located on the port side.

The *Princess* is powered with a fresh water cooled 170 hp. Buda Diesel, furnished with 2:1 Twin Disc reduction gear. The engine swings a 42 x 34 Columbian propeller on a 3" bronze shaft. The auxiliary generating set is a 2 1/2 kw. Witte Diesel unit. Bilge and service water pumping is handled by two Marine Products Co. centrifugal pumps.


The entire electric system is water proofed with armored cable and power to both main and auxiliary engines is supplied from 32 volt Edison batteries. An electrically driven vent blower keeps both engine room and bilge free of accumulated fumes.

The deck plan is simple in design and provides comfortable working space from bow to stern. A deck winch supplied by Hathaway Machinery Company operates through a Kinney clutch and V-belt drive of the builder's own design, insuring quietness of operation and freedom from flying grease and oil. Cowl ventilators furnished by Wilcox-Crittenden are fastened to crews quarters providing ample ventilation below.

The main mast is a tripod design constructed of 2 1/2" steel pipe to the first step, reducing to 2" steel pipe from the first step to the spreaders. The entire assembly is welded into one unit and a wooden topmast of 7" diameter yellow pine is stepped in the steel mast. A gaff with a gooseneck is rigged on the main mast step 15' 6" from deck, giving it a swing of 180 degrees.

The fish hold of the *Princess* is somewhat larger than the other Rye draggers, being 13' 6" long, and having a capacity of 45,000 pounds of iced fish. It contains eight pens and the pen boards are 1 1/4" x 8" white oak, fastened to 3" x 4" white oak stanchions. The entire fish hold is insulated against high temperatures.

of trips)
120.50
14.00
318.50
139.00
36.10
93.00
100.00
408.00
78.50
76.00
348.00
234.50
61.00
20.00
30
364.00
233.00
120.00
27.00
80.00
250.00
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239.00
1.00
3.00
50.00
141.00
2.00
95.00
71.00
420.00
115.00
117.00
60.00
403.50
86.00
150.00
52.00
417.00
32.00
109.00
627.50
444.00



PFLUEGER
(PRONOUNCED FLEW-GER)
Fish Hooks
PROFITABLE CATCHES
FOR 79 YEARS

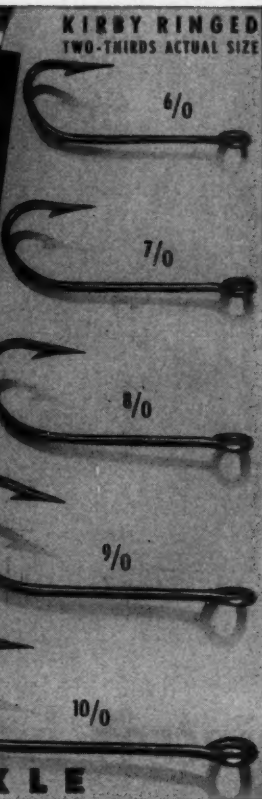
Millions of tons of fish have been brought to market by fishermen using Pflueger Hooks. Through generations of experience they have found that using Pflueger Hooks means getting profitable catches with money saved from hook expense. Pflueger Hooks are made from steel that holds shape and points for long satisfactory use. They are scientifically tempered and finished to give you service that saves time, work and money. Your supplier has, or can get, Pflueger Commercial Hooks in many styles—and sizes. If you do not have a regular supplier, write us and we will tell you who sells our products in your locality.

THE ENTERPRISE MFG. CO. • AKRON, OHIO

★ BUY WAR BONDS AND STAMPS ★

PFLUEGER A GREAT NAME IN TACKLE

KIRBY RINGED
TWO-THIRDS ACTUAL SIZE



secured by
and covers
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The Making of Propellers

(Continued from page 38)

The machine shop drills, bores and reams the casting before the casting is polished. The first operation on small propellers is "centering", the drilling of a hole in the accurate center of the hub of the propeller casting. Usually a large casting is checked for its center before it is placed on the mill. This operation is called "high pointing". The center hole is a vitally important part of the procedure because it is used as a "base line" or starting point for all other operations. The hub is then machined on the boring mill, key seat and radial drill in accordance with the design drawings. Further machine work on a propeller may consist of drilling and tapping holes for gland studs, lifting eyes and grease pockets.

After an inspection to determine the correctness of the completed machining operations, the propeller is ground and polished. First the propeller is rough ground and balanced to a comparatively high degree of accuracy. It is then finished all over by a coarse rough polish, followed by two increasingly fine grease polish operations. Small propellers are often buffed on a soft buffing wheel as a final operation. Throughout all of the grinding and polishing operations the pitch and contour of the blades are constantly checked by means of pitch templates. The propeller is balanced during each finishing operation as well. After edges and fillets have been dressed to finished specifications, a final balance is obtained. If dynamic balancing is required, this operation is performed after the propeller is in static balance. When the propeller casting is completed, any necessary parts such as fairwaters and glands are assembled.

Before delivery, a complete inspection of the propeller is made. This includes checking the bore by means of a plug gauge, checking the keyway using standard keys and a thorough inspection of the entire casting to determine whether or not its finish is in accordance to specifications. Having been previously stamped with identifying marks and the Columbian Bronze Corporation trade mark, the propeller is marked with the inspector's seal of approval and is ready for shipment to its destination.



**THE ARISTOCRAT OF
CRUISER ENGINES**

"Hiawatha Special"



Red Wing marine
ENGINES

**58-90
HP.**

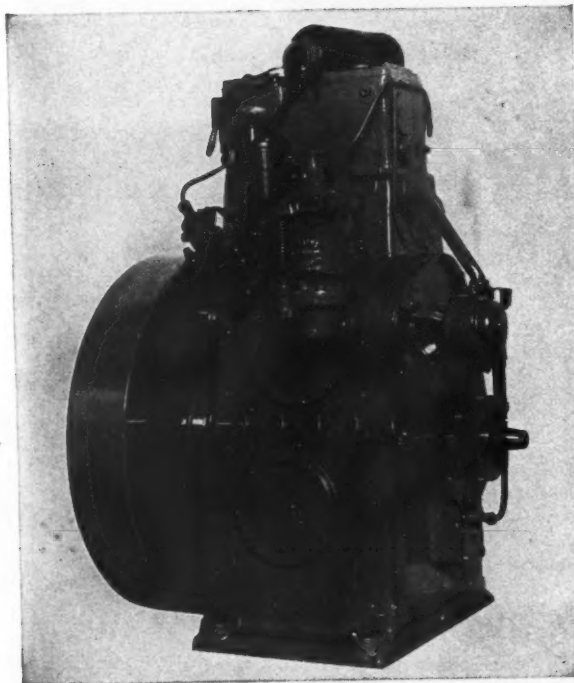
Greater power (the piston displacement has been increased) ... smoother power ... quieter power ... and dependable power. Every desirable modern feature of design—in a marine engine that's built stronger to last longer. 6-cyl., 4-cycle, L-head, 4-in. bore, 4 1/4 in. stroke, 320 cu. in. displ., 1500 to 3000 r.p.m.

OTHER RED WING ENGINE SIZES

20 Gasoline Models 8 hp. to 125 hp.
Spark Diesel Types 42 hp. to 125 hp.

(a few available for essential needs)

RED WING MOTOR CO., RED WING, MINNESOTA

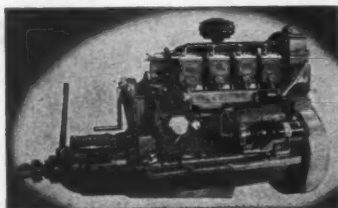


PERFECT DIESEL POWER for auxiliary equipment

Tough, rugged and dependable are the three words that aptly describe Palmer RND-1 Stationary Diesel Engines. These small power plants are ideal for handling pumps, compressors, generators, winches, hoists and other deck machinery. They have a minimum of working parts, a maximum of durability and can be readily hand-started. Palmer RND-1 engines are giving absolute satisfaction to fishermen and commercial boatmen on both coasts. It will pay you to investigate the reasons.

Write today.

PALMER BROS. ENGINES, INC., COS COB, CONN.



RND 4 cylinder 40 H.P.
RND 6 cylinder 60 H.P.
For marine use and stationary



RND 1 cylinder 9 H.P.
For stationary use only

Palmer also builds gasoline engines ranging from 2 H.P. to 150 H.P. for marine use.



PALMER DIESELS

THE FISHERMAN'S FRIEND FOR FIFTY YEARS

New Bedford Landings for July

(Hailing fares. Figure after name indicates number of trips)

Addie Mae (3)	60,000	Lt. Thomas Minor (3)	42,000
Alice J. Hathaway (2)	106,500	Little David (2)	11,500
Alma Belle (3)	53,000	Little Growler (4)	178,000
Alva (2)	21,000	Madame X. (3)	36,500
Alva & Estelle (1)	30,000	Madeline (4)	66,000
America (17)	80,000	Marie & Eleanor (4)	61,000
Anastasia E. (1)	13,000	Marie & Katherine (3)	95,500
Angeline (4)	21,000	Marion M. (2)	38,000
Anna (2)	25,000	Marquette (1)	40,000
Anna C. (3)	16,000	Martha E. Murley (2)	62,000
Anna M. (3)	94,700	Mary Ellen (2)	43,000
Ann & Marie (4)	50,000	Mary J. Landry (2)	21,000
Arnold (1)	18,000	Mary M. (1)	21,000
Bernice (1)	3,000	Mary Tapper (3)	124,700
Bethlehem (2)	21,000	Meta & Margaret (1)	44,000
Bozo (2)	14,000	Misham (4)	94,000
Cape Ann (1)	55,900	Morning Star (1)	6,000
Carol & Dennis (2)	37,300	Nashawena (1)	9,000
Catherine T. (2)	131,000	Nellie (3)	92,000
Charles E. Beckman (1)	10,000	New Bedford (2)	87,000
Chas. M. Fauci II (3)	27,500	Newfoundland (1)	39,000
Christina J. (3)	122,000	Njorth (6)	163,000
Clara T. (1)	1,200	Noah A. (4)	32,600
Clifton (4)	49,500	Nobadeer (3)	28,600
Clinton (3)	69,100	Palmer Island (2)	16,000
Connie F. (1)	6,000	Patsy (1)	5,500
Davy II (1)	10,000	Pearl Harbor (3)	151,000
Doris (3)	48,000	Pelican (1)	22,000
Dorothy (4)	29,000	Portugal (1)	17,000
Ebenezer (4)	37,000	Priscilla (4)	28,000
E-C (3)	19,700	Quest (2)	18,000
Eclipse (5)	39,000	R. E. Ashley (1)	55,000
Edith (4)	74,000	Richard & Arnold (2)	23,000
Eleanor A. Warner (1)	11,500	Rita B. (2)	96,000
Eleanor May (1)	10,000	Ronald & Dorothy (2)	11,000
Elenore K. (1)	10,000	Rosalie F. (3)	100,800
Ella (1)	3,000	Rose Jarvis (3)	44,000
Elva (7)	66,500	Roswell P. (4)	42,000
Elva & Estelle (2)	81,000	Ruth W. (2)	21,000
E. S. Dickinson (4)	74,000	St. Anthony (4)	92,500
Etta K. (3)	36,500	St. George (1)	6,200
Eunice Lilian (1)	52,000	Sankaty Head (4)	53,000
F. J. Manta (3)	20,000	Santa Maria (2)	100,000
Flavia (1)	13,000	Sea Hawk (3)	82,500
Fred Henry (4)	50,000	Sea Ranger (3)	181,000
Gay Head (3)	40,000	Seraphina (3)	32,500
Gloria (2)	10,000	Seraphina II (1)	30,000
Gloucester (1)	50,000	Serina II (3)	43,000
Grayling (1)	8,000	Shipmate (3)	9,000
Growler (3)	122,000	Skillogee (2)	139,000
Harold (1)	5,000	S. M. Murtosa (3)	42,000
Hazel F. (1)	15,000	Sonya (2)	9,000
Hazel Jackson (3)	21,500	Southern Cross (1)	7,000
Hazel S. (2)	21,000	Stanley B. Butler (3)	261,000
Heedja (3)	31,700	Swordfish II (2)	14,000
Henry Smith (1)	10,000	Tip Top (2)	25,000
Hiram II (2)	24,000	Trio (4)	64,000
Hope (3)	62,500	Two Brothers (2)	28,700
Huntington Sanford (2)	24,000	Viking (6)	193,000
Intrepid III (1)	1,000	Viking (New York) (1)	33,000
Irene & Walter (5)	49,500	Wanderer (2)	17,000
Ivanhoe (2)	48,000	Whaler (3)	163,500
Joan & Ursula (3)	155,000	William B. (2)	21,000
Johnny Boy (3)	36,000	William Chesebro (2)	22,000
Josephine & Mary (1)	46,000		
Liberty (4)	64,000		

Scallop Dragger (Landings in Gallons)

Acushnet (1)	900	Louis Thebaud (2)	280
Agda (1)	1200	Malvina B. (2)	280
Alpar (2)	3000	Mary D'Eon (2)	280
Antonio (2)	3000	Muriel & Russell (3)	480
Bobby & Harvey (2)	2300	New Dawn (1)	300
Carol & Estelle (2)	3000	Olive Williams (2)	300
Catherine & Mary (2)	3000	Palestine (2)	300
Daggy (2)	3000	Ramona (2)	300
Emily F. (2)	3000	Shannon (2)	300
Four Sisters (1)	1300	Sunapee (2)	300
Friendship (2)	3000	The Friars (1)	100
Irene & Mabel (2)	2750	Virginia & Joan (1)	100
Jerry & Jimmy (2)	2700	Winifred Martin (1)	750
Liboria C. (1)	1350		

New Jersey Party Boat Restrictions Relaxed

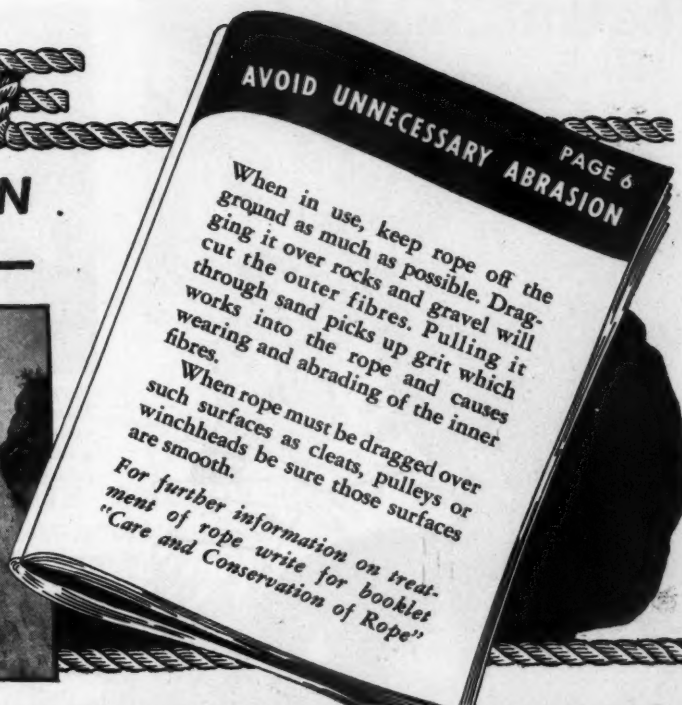
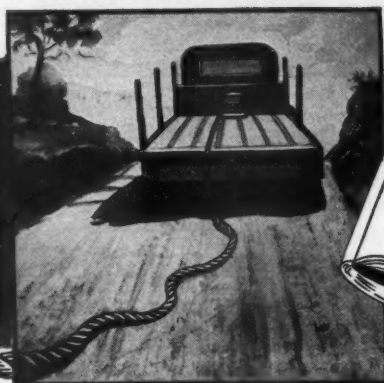
THE restrictions on the operation of party fishing boats under 38 foot have been relaxed in the Fourth Naval District. Boats which went offshore prior to December 7th, 1941, regardless of length, may now resume fishing in the Atlantic Ocean to a distance of 8 miles outside the inlets.

Secretary James Forrestal of the Navy Department informed Congressman Jas. C. Auchincloss that the appeal of Ocean County waterfront spokesmen had been granted after due study in line with national security and the necessary production of food fish in the Atlantic Ocean by patriotic power boatmen and fishermen.

It is estimated that upwards of seven million pounds of food fish will be taken in the bays and deep sea by Ocean County's boat captains with parties aboard within the next 30 days, reducing the threat of meat shortages in resort areas.

Rope

CONSERVATION NOTE BOOK—



NEW BEDFORD CORDAGE CO.

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PALMER SCOTT & CO.

Offers the
Services of



George J. Brodeur

on ESTIMATING and
SUPERVISING REPAIRS

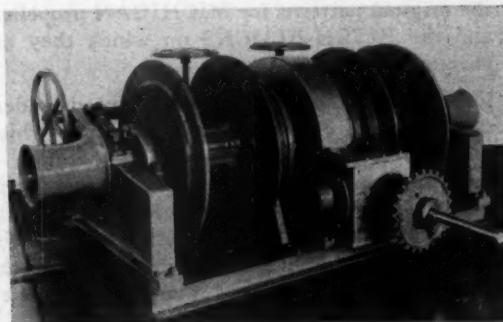
Mr. Brodeur has been servicing
the Fishing Fleet for 14 Years

New 200 Ton Railway Now in Operation

Palmer Scott & Co., Inc.

NEW BEDFORD, MASSACHUSETTS

HATHAWAY WINCHES Catch 'em Fast For the High-liners



NO. 1335-40

Ten Models that meet
Every Fishing Requirement

HATHAWAY MACHINERY CO.

FAIRHAVEN, MASS.

Complete Deck and Underwater Equipment:
Shafts, Stern Bearings, Stuffing Boxes, Bollards



ON PRECISION

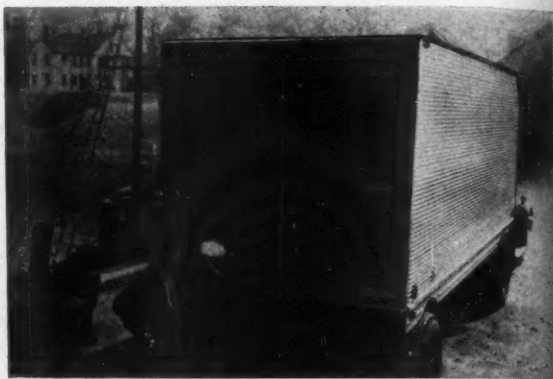
The precision of the watch-maker has for centuries been accepted as the last word in precise accuracy. But today, there's no greater miracle of accuracy in production than that performed by MICHIGAN'S helical planer which carves the original patterns for MICHIGAN propellers and the PITCH-BLOCKS on which they are processed.

Every MICHIGAN Propeller produced is identical with the original perfect pattern — which accounts for their smooth-as-silk operation — total freedom from annoying, destructive vibration. Add MICHIGAN'S 40 years of specialization in propeller design and MICHALLOY the longer-lasting tougher metal and you have the finest, most economical propellers money will buy.

EXPERT RECONDITIONING

of propellers of all makes by the guaranteed accurate MACHINED-PITCH method is available at our strategically located Service Stations. Write for name of nearest one.

MICHIGAN WHEEL COMPANY • GRAND RAPIDS, MICH



Byron B. Blount, oyster grower, looks on as Robert H. Greene, State's agent, unseals a stainless steel Fruehauf trailer load of oysters for transplanting at Warren, R. I. Over 10,000 bushels a month are being moved from polluted sections of the Pawcatuck River to Narragansett Bay by E. B. Blount's Sons, Division of Narragansett Bay Packing Co.

Long Island to Expand Fishery Statistics

A NEW system for collecting accurate and up to date statistics on the Long Island fisheries has been set up through the cooperation of the Fish and Wildlife Service and the State Conservation Department. It is believed that such complete information showing the amount of catch by specie, area, year and value, will be of considerable use in showing the size and importance of the industry at times when anti-commercial legislation is opposed.

It is reported that the agencies plan at some future time to expand their system to include information on the catch of party boat fishermen. It is also hoped that it will be possible to gather approximate figures on the amount of fish discarded at times of distressed market conditions. With the above information available, the production possibilities of the Long Island fisheries could be readily visualized and prospective packers and canners would be able to analyze the possibilities of establishing new plants which might increase the market for Long Island production.

Want Uniform Fluke Size Limit

Adoption of a uniform 15 inch minimum legal size limit on fluke such as is in effect in the State of New York was urged by the New York State Conservation Department at the annual meeting of the Joint Legislative Committee on Interstate Cooperation held July 25, in New York City. The opinion was expressed that in view of the fairly intense fishing for fluke the year around in addition to the catch of recreational fishermen, that such a regulation particularly in the States of New Jersey, Connecticut and Rhode Island would tend to discourage boats from working in areas where the stock is predominantly small, thus helping to insure a future supply of marketable fish.

Act to Curb Pollution

The Board of Supervisors has been invited to join with citizens of Riverhead in a campaign to induce the New York State Conservation Department to cleanse the upper reaches of Peconic Bay of pollution and thus restore the shellfishing in that area.

A petition signed by 300 Riverheaders has been sent to Governor Dewey and to the Conservation and Education departments.

Supervisor Charles H. Duryea of Islip, the board chairman, referred the matter to the salt water fisheries committee for study after several supervisors had expressed sympathy with the viewpoint of the petitioners. Supervisor S. Wentworth Horton of Southold, remarking the pollution was attributed to the duck farms which border the bay, revealed that the fisheries committee was engaged in an experimental sanitation project on an Aquebogue duck ranch when the war broke out, compelling abandonment of the project.

Marvin Shiebler of Shelter Island, secretary of the Suffolk County Planning Board, urged the board to adopt a resolution

DUCK SOUP



DANFORTH ANCHOR HAULS DUCKS ASHORE

- More holding power for its size and weight—easier to handle.
- Digs in fast . . . buries itself completely.
- Non-fouling—no parts projecting above ground.
- Stows flat or in hawse pipes.

A 2½-ton amphibian "Duck" approaches the shore under enemy fire . . . can't get traction. Two men jump overboard . . . carry a 75-lb. Danforth up the beach. The Danforth digs in and the winch hauls the duck to the beach on grades up to

15% where the wheels take hold. No other anchor has the guts to do this job, but it's "duck soup" for the Danforth. • Danforth Anchors are available in sizes from 17 to 21,000 lbs.

Write for Free Folder

Danforth Anchors fully protected by U. S. and Foreign Patents.



R. S. DANFORTH

2121 Allston Way, Berkeley, 4, California

backing up the petition. It was stated that a number of duck growers have installed drainage and sanitation systems, but these seem to be in the minority.

80-Pound Tarpon Caught

A little touch of Florida fishing was brought to Long Island last month, when an 80-pound tarpon was taken in the White Cape Fish Co. traps off Fire Island inlet. The "silver king" was a little off beam. However, it was not the first tarpon caught off Long Island. Several years ago a fine specimen was caught in Montauk and a sailfish and a salmon have been taken in the Bright Eye Fish Co. traps off Jones inlet.

Connecticut Early Oyster Set Good

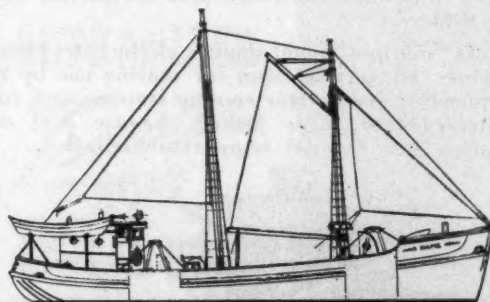
THE first set of oysters on the Connecticut shore was recorded on July 19 by Dr. Victor L. Loosanoff of the Fishery Biological Laboratory. Near the end of the month, setting was found to have occurred throughout the entire oyster producing area with good sets in some localities. However, the intensity of the set varied sharply in different sections with the best set having been recorded in comparatively shallow water. During the first week of August examination of oysters collected indicated that they still possessed a considerable quantity of unreleased spawn, indicating that spawning would continue for some time.

Point Judith, R. I. Improvement

A COMMITTEE consisting of members of the Narragansett and South Kingstown Chambers of Commerce are studying the development of Point Judith harbor as a postwar project. Dr. Edwin J. Roche of Narragansett, is chairman, and Capt. Louis Hanson, Wakefield boat builder and authority on Point Judith Pond, has been made an advisor to the committee. Under the proposed plans, the harbor would be dredged sufficiently to better serve commercial fishermen in the area, and permit construction of a yacht basin.

FAMOUS CASEY FISHERMEN

Are Again Available



69-90 ft. Draggars Now Building

New England Distributors for

KAHLENBERG HEAVY DUTY DIESELS

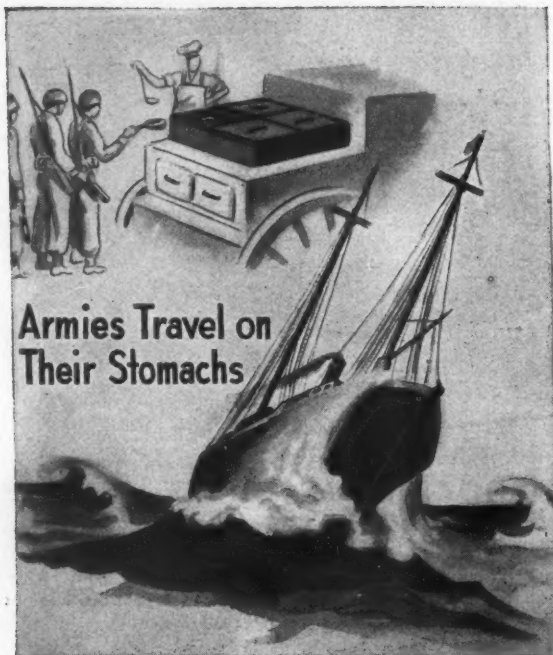
Five Marine Railways Handling up to 500 tons

Complete Fishermen Repair Service and Engine Parts

CASEY BOAT BUILDING CO., Inc.

FAIRHAVEN, MASS.

Boats with Fine Workmanship and Lasting Quality

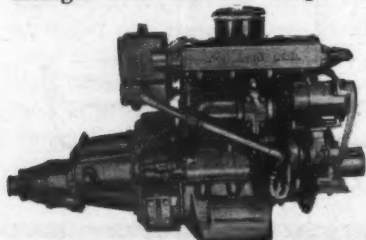


... FISHERMEN GET THERE WITH OSCOs

OSCO-HERCULES Marined Diesel Engines take you there, bring you back, and are ready to start right out again. They are built for durability and economical operation but they ALSO relieve you of much of the worry about replacement parts when replacement becomes necessary.

Both the OSCO and the Hercules parts are standardized and are carried in stock by hundreds of marine hardware and automotive supply dealers.

OSCO "marines" eight models of Hercules Diesel Engines, converting them for marine use by incorporating fresh-water cooling systems with full cylinder-length water jackets, bronze heat exchangers and manual temperature controls.



2 cyl.—24 hp, 28 hp,
30 hp.
4 cyl.—62 hp, 70 hp,
75 hp.
6 cyl.—77 hp, 83 hp.

OSCO MOTORS
also produces the
world-famous
OSCO-MARINED
Ford Engine from
55 hp. range to 100
hp. range.

Write for Catalog

OSCO
MARINED MOTORS
HERCULES (Diesels) and FORD (Gas)
Converted to Marine Use.
OSCO MOTORS CORP.
2020 E. Orleans St.
Philadelphia 34,
Pa.
Depr. G

Gloucester Landings for July

(Hailing fares. Figure after name indicates number of trips.)

Agnes & Myrnie (10)	31,500	Malolo (3)	347,000
Alden (2)	110,000	Manchonoch (3)	184,500
Alicia (2)	70,000	Margie & Roy (3)	25,700
Alvan T. Fuller (3)	356,000	Maria & Winifred (2)	140,000
America (5)	253,000	Marietta & Mary (2)	162,000
American Eagle (4)	174,000	Marsala (3)	327,000
Angie & Florence (2)	125,000	Mary (3)	59,000
Anna Guarino (3)	58,500	Mary A. (3)	223,000
Annie II (3)	56,000	Mary & Julia (2)	214,000
Antonina (3)	142,000	Mary Curtis (1)	147,000
Ariel (2)	27,500	Mary F. (1)	57,000
Atlantic (3)	256,000	Mary M. (1)	63,000
Austin W. (2)	172,000	Mary Rose (2)	310,000
Balilla (1)	100,000	Mary W. (4)	220,000
Barbara Fae (1)	400	Mayflower (6)	76,000
Beatrice & Rose (2)	115,000	M. C. Ballard (2)	300,000
Beaventure (3)	578,000	Meta & Margaret (1)	36,000
Calista D. Morrill (2)	40,500	Mildred Silva (1)	115,000
Capt. Drum (6)	288,000	Monhegan (1)	4,000
Carlo & Vince (4)	225,000	Nancy B. (3)	204,000
Caroline & Mary (4)	715,000	Nancy F. (2)	115,000
Casco (3)	128,000	Naomi Bruce (7)	19,500
Caspian (1)	60,000	Naomi Bruce II (6)	17,000
Catherine L. Brown (3)	510,000	Naomi Bruce III (2)	68,000
Cayadetta (2)	53,000	Natalie III (4)	220,000
Cecil W. (3)	230,000	Natalie B. (1)	12,000
Chebeague (3)	135,000	Natalie III (3)	168,000
Cherokee (1)	97,500	Newcastle (2)	113,000
Clarence B. Mitchell (1)	40,000	Njorth (1)	12,000
Columbia (2)	370,000	No More (2)	25,500
Columbo (2)	273,500	North Sea (2)	187,000
Corinthian (3)	479,000	North Star (6)	320,000
Dirigo I (1)	42,000	Nyoda (3)	171,000
Donald & Johnnie (3)	80,000	Ocean Wave (2)	210,000
Doris F. Amaro (2)	185,000	Old Glory (2)	180,000
Edna Fae (15)	40,800	Olivia Brown (2)	214,000
Eliza Riggs (4)	64,500	Olympia (3)	194,000
Emily C. (3)	35,000	Olympia LaRosa (3)	169,500
Emma Marie (1)	54,000	Paulina (4)	267,500
Escort (2)	34,000	Pauline M. Boland (2)	193,000
Ethel S. Huff (5)	71,600	Phillip & Grace (1)	130,000
Eugene & Rose (2)	135,000	Phyllis A. (3)	60,000
Evalina M. Goulart (1)	95,000	Phyllis L. (1)	7,000
Eva M. Martin (7)	70,200	Pollyanna (3)	354,000
Evelyn G. Sears (3)	182,000	Portugal (3)	260,000
Evzone (1)	135,000	Poseidon (2)	30,000
Falcon (6)	74,700	Powhatan (2)	143,000
Famiglia (1)	50,000	P. T. (1)	11,000
Four Sisters (3)	17,500	Puritan (4)	280,000
Frank F. Grinnell (5)	245,000	Rainbow (3)	15,400
Frankie & Rose (6)	345,000	Richard J. II (8)	59,000
Gaetano S. (2)	292,000	Robert & Edwin (3)	51,000
General MacArthur (2)	55,000	Roma II (4)	380,000
Gertrude DeCosta (1)	38,000	Rose & Lucy (6)	75,000
Gertrude E. (7)	33,400	Rosemarie (1)	127,000
Gloucester (5)	360,000	Rosemarie V. (3)	150,000
G. N. Soffron (3)	313,000	Rosie & Gracie (2)	301,000
Golden Eagle (1)	145,000	Ruth & Margaret (2)	50,000
Gov. Al Smith (2)	237,000	St. Ann (2)	215,000
Grace & Rosalie (1)	12,000	St. Anthony (2)	224,000
Grace F. (1)	112,000	St. Joseph (4)	132,500
Helen M. (2)	210,000	St. Providence (7)	170,000
Ida & Joseph II (2)	73,000	St. Teresa (4)	409,000
Irma Pauline (2)	115,000	Salvatore (4)	90,000
Irma Virginia (4)	59,400	Santina D. (2)	128,000
Jackie B. (3)	98,400	Sea Hawk (3)	220,000
Jackie B. (Maine) (1)	5,000	Sea Roamer (3)	219,500
Jackson & Arthur (4)	46,000	Sebastiana & Figli (2)	63,000
J. B. Jr. (1)	55,000	Sebastiana C. (3)	295,000
Jennie & Julia (4)	162,000	Serafina N. (4)	238,000
Jennie & Lucia (2)	215,000	Serafina N. (4)	190,000
Joe D'Ambrosio (4)	97,500	South Sea (3)	244,000
Jorgina Silveira (2)	132,000	Superior (2)	100,000
Josephine & Margaret (2)	270,000	Susie O. Carver (3)	68,000
Josephine P. II (2)	160,000	Theresa M. Boudreau (2)	465,000
Killarney (2)	375,000	Theresa R. (1)	85,000
Lady of Good Voyage (1)	114,000	Thomas D. (2)	235,000
Lawrence Scola (2)	38,300	Three Sisters (5)	233,000
Leonora C. (2)	190,000	Trimembral (5)	70,500
Lillian & Anna S. (3)	62,800	Two Pals (4)	88,500
Linta (3)	148,000	Uncle Guy (2)	177,000
Little Joe (3)	101,000	Voyager (1)	5,000
Lois T. (3)	166,000	Wind (4)	596,500
Lucretia (2)	28,000		
Madeline (6)	83,200		

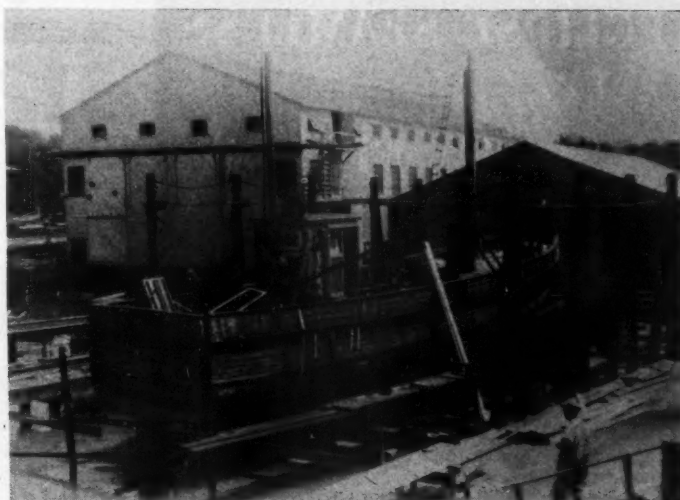
Camden Awarded Army-Navy "E"

CAMDEN Shipbuilding & Marine Railway Co., of Camden, Me., has been awarded the Army-Navy "E" in recognition of excellence in production on wooden ships for the U. S. Navy. The presentation was made on August 16 at special ceremonies in the shipyard, at which Rear Admiral W. T. Cluverius, U.S.N., Ret., member of Award for Production Board, and Major General Fulton Q. C. Gardner, Commanding General of the Northeastern sector, Eastern Defense Command, representing the Army, were present.

The Award was accepted by O. W. Mayhew, purchasing agent of the shipyard, and Fred Witherspoon, one of the oldest employees of the yard.

H. S. Bickford, Personnel Director of the shipyard, was master of ceremonies.

The 67 ft. Dragger "ACME" Undergoing Repairs and Major Alterations



Other Vessels Having Major Alterations Include the

Boston Dragger "VAGABOND"; Provincetown Dragger "JAMES M. BURKE"; Boston Tug "A. G. PRENTISS"

Facilities Available Up To 250 Tons

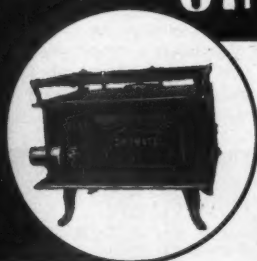
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WINTHROP, MASS.

SHIPMATE



MODEL

10350

GALLEY RANGE

Oil burning, 100% insulated range designed to serve up to 25. Low current demand and economical fuel consumption. Heavy-duty cast-iron construction.

SPECIFICATIONS

Size of Oven	19½x18x11
Size of Top	37x29
Size of Pipe Collar	7
Overall Dimensions	37x30½x30¾
Weight	501

THE STAMFORD FOUNDRY CO.

ESTABLISHED 1810

STAMFORD, CONN.

When it's a
BETHANIZED
Trawler
ROPE...
IT L-A-S-T-S



Corrosion shortens the life of a trawler rope.

But bethanized coating offers the best protection against corrosion, for the bethanizing process applies a heavy, uniform coating of pure zinc to every foot of every wire. This coating is of such high quality that it will not crack, peel, or check, even after repeated bending around small turns.

The exclusive electrolytic process by which the bethanized coating is applied does not sap the base wire of its strength and toughness. That means stronger trawler rope . . . longer life . . . fewer replacements.

when you think WIRE ROPE

. . . think BETHLEHEM

ECLIPSE SEAMLESS

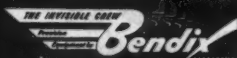
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METAL
HOSE

Gives You these Desirable Features:

Seamless construction that minimizes danger of leakage
Maximum flexibility that lessens the effect of vibration
Ease in attaching a wide variety of available fittings

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ECLIPSE AVIATION
SEAMLESS FLEXIBLE METAL HOSEMANUFACTURED AND SOLD BY
BENDIX AVIATION CORPORATION
PHILADELPHIA DIVISION
PHILADELPHIA, PA.

FINER QUALITY for BETTER FISHING

Specialized Nets

for

GILL NETTING

SEINING

POUND AND TRAP FISHING

Quality Made to

Stand the Strain

STARR
NETS

A. M. STARR NET CO.

East Hampton, Conn.

July Swordfish Landings

Boat Name and Number of Trips	Pounds of Weighed Fish	Number of Un-weighed Fish	Boat Name and Number of Trips	Pounds of Weighed Fish	Number of Un-weighed Fish
New Bedford					
Alice May (3)	5,300	21	Marquette (4)	2,300	44
Bethlehem (4)	7,300	28	Natator (1)		13
Bozo (1)		4	Patsy (1)		4
Clara T. (4)	1,800	19	Priscilla (2)	2,000	5
Clifton (1)		1	Priscilla		
Connie F. (1)		7	(Chilmark) (2)		25
Dagny (1)		2	Quest (1)		1
Dorothy & Everett (2)		14	Ramona (1)		2
Eclipse (3)	200	3	Ronald & Dorothy (4)	400	41
Elva (1)		2	Rosalie F. (1)		1
Grayling (3)	1,500	25	Russell S. (2)		2
Harold (2)		13	St. Anthony (1)	200	
Hazel Jackson (1)		2	Santina (3)	4,600	52
Hiram II (3)	400	17	Sevenovous (1)		17
Idelwild II (4)		54	Shannon (1)		10
Irene & Walter (1)		1	Southern Cross (1)		10
J. Henry Smith (1)		2	Sun Ray (1)	900	
Kearsarge (1)		4	Wanderer (1)		9
Liberty (1)		1	Winifred M. (1)		30

Gloucester

Lady of Good Voyage (1)

129

Boston

Adventure (2)

15

Marjorie Parker (2)

Sterling Develops Marine Diesel

THE Sterling Engine Company of Buffalo, N. Y., has announced a new line of Diesel "Viking" engines ranging from 250 hp. to 650 hp., 900 to 1200 rpm., with bore and stroke of 8 by 9.

An important feature of its design, according to Addison F. Vars, president of the Company, is the fact that it provides a power plant with the same overall dimensions and same weight as gasoline engines of equivalent horsepower.

The line is composed of 6 and 8 cylinder models, supercharged and unsupercharged. Weights with reduction gears are 10,500 and 12,500 lbs. respectively, with 500 lbs. additional for supercharged models. Reduction gears with up to 4:1 ratio can be provided.

The Viking Diesel is a conventional type engine insofar as moving parts are concerned. It is a 4 cycle, multiple cylinder inline, truck piston type engine, completely enclosed. The cylinder block is of single piece construction, containing the crankshaft main bearings at the lower surface with the cylinder sleeves inserted in the upper portion of the block. The cylinder heads are arranged individually for each cylinder and are fastened to the top of the block.



Gyro Certificate No. 20,000 is presented to Second Officer James B. Kane, United States Merchant Service, of Cliffside, N. J., at the Marine School of the Sperry Gyroscope Company in Brooklyn, N. Y., where instruction is given in the use and maintenance of Gyro-Compasses and other Sperry instruments. At right is Marine Sales Manager O. B. Whitaker, who organized and taught the school's first classes; and left, J. J. Brierty, supervisor since 1924.

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Cliffside,
Company
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J. Brienly,



...IS A MACK BOAT, TOO!



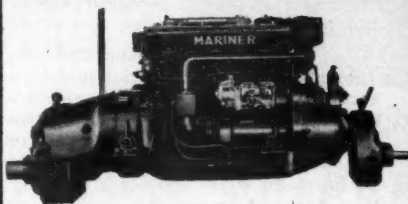
There's a mighty good reason why Captains John Viera and Joseph C. Nunes chose a Mack Mariner Diesel for their New Bedford dragger "Bessie". These men know engines, and they know that for the job a fishing craft engine must do, you can't beat Mack!

And hundreds of other skippers know the same thing. They know that a Mack Mariner is first and last a *marine* engine—built to the highest specifications in the industry, and designed and constructed to do more work with more satisfaction to its owner!



MACK MANUFACTURING CORPORATION
Marine Engine Division, Empire State Building
New York 1, N. Y.

The "Bessie" is a 46 footer, and is powered with a 605-W, 100 hp. Mack Mariner Diesel with 3:1 reduction gear for winch drive. She is equipped with a 38 x 28 propeller.



Mack
DIESEL
MARINE
POWER

MACK MARINE ENGINES ARE A PRODUCT OF THE BUILDERS OF WORLD-FAMED GASOLINE AND DIESEL-POWERED TRUCKS, BUSES AND FIRE APPARATUS.

Briddell Adds Star to "E" Flag

SINCE June 24, the Army-Navy "E" pennant of Chas. D. Briddell, Inc., Crisfield, Md., makers of hand tools, has been embellished with a star. This second award for excellence in war production was announced in a letter from Under Secretary of War Robert Patterson to Chas. D. Briddell, president of the Company. The "E" pennant itself was awarded on January 4. The Briddell people are making probes for the "Bazooka", as well as some fifteen other products needed by the Armed Forces.

New Lixate Brine Booklet Issued

REVISED edition of the booklet "The Lixate Process for Making Brine" has just been printed by International Salt Co., Scranton, Penn.

A valuable feature is the brine table, which gives complete information on sodium chloride brine at 60° F. from 0 to 100 degrees salometer. Formerly statistics were furnished only for the second degree salometer.

The simplicity of the Company's exclusive designs for salt panners is illustrated, to point out the ease with which a Lixator may be set up in any available space within a plant.

Willard "E" Pennant Gets Star

UNDER SECRETARY of War Robert P. Patterson announces that Willard Storage Battery Company, Cleveland, is being awarded a white star to be added to the Army-Navy "E" Pennant won by the Company's Cleveland factory in January. The star is presented for continued excellence in the production of war materiel. Willard is producing many types of storage batteries vitally needed by the U. S. Armed forces and their allies all over the world, including several revolutionary new plastic-container batteries developed by the Company's engineers in cooperation with Army and Navy specialists.

The 61 Ft. "Mildred & Myra" Is A Product of Essex Experienced Builders

New Construction up to 100 ft.
Conversions - Maintenance

Three Railways Hauling Up to 150 tons
1400 ft. of Dock Space
Large Machine Shop Facilities



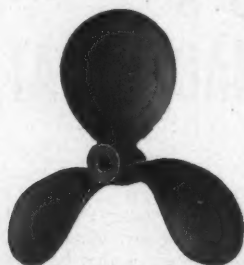
ESSEX BOAT WORKS Inc.

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Midway Between Boston and New York

Phone or Write for Complete Information

The "High Liners" must have
efficient, dependable equipment



52" and LARGER

Where lives as well as profits are at stake both owners and skippers realize the necessity of using propellers of proven quality. That is why you will find Hyde Propellers on the "high liners" of the fishing fleet. Let the experience of the men who know be your guide—specify Hyde.

**HYDE
PROPELLERS**



EFFICIENT . . . RELIABLE
ALWAYS GET HOME SAFELY

HYDE WINDLASS COMPANY, Bath, Maine

REINER
Made to Order

**REINER Marine
Auxiliary Unit.**

**Generating Sets
and
Auxiliary Units**

Made to Order. You need auxiliary power . . . auxiliary air . . . auxiliary pumping capacity. With a Reiner Auxiliary Unit you don't have to fit your requirements into the "nearest" unit. Rather the above equipment is selected to fit your requirements and then assembled into a compact unit. That's what makes Reiner Auxiliary Units the better buy . . . what has influenced such exacting buyers as the Army, Navy, Coast Guard and Maritime Commission to accept Reiner.

JOHN REINER & CO
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ARMY NAVY

New Brunswick Shows Interest In Price Floor Proposal

By C. A. Dixon

A BILL to establish floor prices for fishery products which passed first reading in the House of Commons, Ottawa, on July 24 has caused very great interest all along the Eastern seaboard of Canada. Dr. A. M. A. McLean, manager director of Connors Bros., Ltd., cannery of sardines and many other fish products, is quoted as having said: "If we have full employment that will solve the problem. Fishery prices should never again be as low as they were in the depression." Philip J. Carroll, of the Gorton-Pew Company of Caraquet, N. B., said he had little comment in that area regarding floor prices and until more details were announced he would withhold opinion regarding the legislation. Hon. R. B. Hanson, of Charlotte County, N. B., said he feared the legislation would turn out to be nothing more than a subsidy on fish products. The Federal Minister of Fisheries said that the sum of \$25,000,000 would be placed at the disposal of the Fisheries Prices Support Board to keep prices at a level. One member objected to a three-man board, stating that it was not large enough. Some feel that the only feasible plan that could be adopted would be to have the floor prices established through international agreement with the United States, as the Maritime Provinces in particular depend upon the New England land market very largely for sales of different varieties of fish.

Sardine Fishing Continues Good

Production of sardine herring in July was spotty but factories were kept fairly busy. With the coming of the "August Dark" (the first full run of tides without any moon) it is expected that better fishing will take place, but some predict an early autumn strike during the first of the month. The fish have been of better size in recent weeks and for a time weimen along the Perry Me., shore did exceptionally well, as many as 450 hogheads having been reported from that section of St. Andrews Bay during one "shut-up". Elsewhere in the Bay on the Canadian side of the line fish have been relatively scarce, despite the fact that fishermen report having seen good signs of fish off-shore.

For the first six months of 1944 sardine seiners and weimen combined produced fish to the value of \$591,102—an unprecedented landed valuation, according to official statistics. The figure does not include the landed value of herring of larger size such as those used for smoking, cutting and barreling purposes. The major portion of the sardines were caught in one county—that of Charlotte, which is situated close to the international boundary line separating New Brunswick from Maine.

Again Dipping Pollock

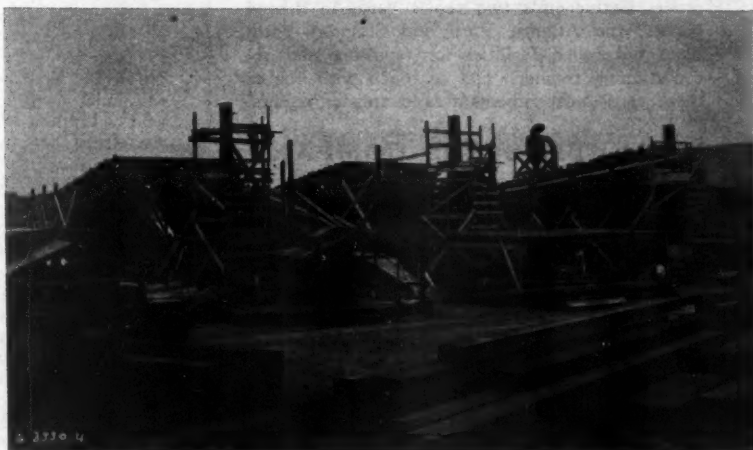
Some of the fishermen in Quoddy River are engaged in dipping pollock for the first time in a number of years, owing to the fact that this year the fish are schooling on the surface in search of shrimp.

Some years ago many fish were caught by the dipping method—the using of dip-nets eleven feet deep and of considerable stretched circumference—sufficient capacity to hold one hundred pollock or more if that many could be dipped at one time. The surface pollock are very agile and about as quick as salmon in their movements. Dorries are used for this work with one man rowing and the other poised in the bow with a dip-net held up over the water. The fish are in thick schools, so closely packed that the underneath fish actually suspend the top ones on their backs, until they are almost out of the water. Then they surge ahead, blinded by windrows of hopping shrimp, and drop into the dip-net over the edge of the steel bow in mass where they remain if the dipper has a keen eye and does not hold the bow beneath the surface for more than a few seconds. If the net is held in the water a fraction of a second too long the fish are out and away. The optical illusion of seeing fish tumbling into the net when in fact they are swimming out of it underneath the top fish, has fooled many men who have imagined they were getting a boatload of pollock in one dip. The veteran dipper doesn't wait to look. He places the edge of the steel bow a few inches under water directly beneath the jaws of the oncoming pollock and instantly pries the net-bow out with all the strength at his command. He is the man who makes the few "dry" dips.

DO YOU WANT QUICK DELIVERY ON FISHING VESSELS?



**We Have Built
85 Large Vessels
In the Past
70 Weeks**



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Northeast Shipbuilding Company

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QUINCY, MASS.

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*Pete Pettit
yarns*



THE LARBOARD BOAT OF
THE WHALER NIAGRA WAS
TOWED SO FAST BY A
WHALE THAT IT YANKED
THE BOAT RIGHT OUT OF
HER COAT OF PETTIT
PAINT AND THE OLD MAN
THOUGHT THERE WERE TWO
BOATS DOWN! THEY
TOOK THE COAT OF PAINT
ON BOARD, NAILED IT
ONTO THE BOAT AND SHE
LASTED OUT THE VOYAGE.
YOU CAN DO THINGS WITH

PETTIT PAINTS!

since 1861
PAINT PETTIT PETTIT PAINT CO., INC., Belleville, N. J.
AND SEE WHAT
SERVICE MEANS

FISHING EQUIPMENT

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Draggers and Trawlers**

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Fittings and
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Trawler repairs in the port of BOSTON

With so many trawlers now on war duty, it is more important than ever before to keep those still in service in good running order. Bethlehem's two repair yards in Boston harbor, the Atlantic Yard and Simpson Yard, have unexcelled facilities for repairing and re-conditioning trawlers. Get in touch with one of these yards next time you need trawler repairs.

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EDERER NETTING

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Sardine Seines and Weir Netting, Mackerel Seines and Nets, Flounder Drag Netting, Cotton and Linen Gill Netting, Cotton Netting for Traps and Pounds, Twine, Maitre Cords, Corks, Leads, Ropes and Fittings.

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Vineyard Fish Plentiful But Hard to Find

By J. C. Allen

MID-SUMMER, as this report is penned, and a puffed season, taking everything full and by. Plentiful fish is the verdict, plenty of all kinds of fish, but sporadic, undependable and generally erratic and damnable movement of the schools until a man gets dizzy trying to figure out what to expect next!

There are some exceptions to this general statement. Yellowtails have not reappeared in any quantity, although occasional small pod is struck by some roaming sea-king who is cruising around aimlessly. The flounders also, are too plentiful in any bearing, but there are some just the other way.

Deep-legged craft have done well with cod and haddock, especially the haddock, until the weather got so cussed that some of 'em began to land half-cooked through. Then seemed to fleet into colder water and probably the movement of the fleet will continue to be offshore until the weather warms up a mite.

The small boats, operating in shoal water, have struck plenty of small flukes—cussed small, if you ask us; in fact they are about the right size for individual sandwiches, if the backing are left in. But there is a grain of encouragement in the way we view the situation. Not in our memory has a thing like this occurred, and the big summer flukes have become scarce and scarcer from year to year in the waters where they are to be plentiful. Now comes this run of fry, and it may mean their return.

Trap Catch Spotty

The traps hailed spotty luck all through the month, some big weaks running, mackerel in several culls, and larger sea-bass than we have seen in years. There is an indication that big bodies of fish are moving back and forth in these bearings, but they are scattered, broken up by cause or other, the blame for which is generally placed on the bombers.

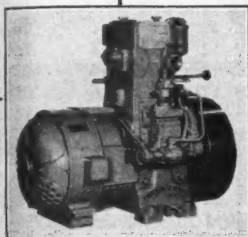
But there is something more than that, it seems to us that striped bass have been very plentiful in certain localities, for hours, and even days, in places where they could not be observed. But try to hook one and they turned up their eyes at even goldfish, of fourteen carat!

It's again the law to seine 'em in this state, or someone will have cleaned up before this. But the Powers that Be were sufficiently impressed by the claim of a food shortage and need for all sea-food possible, and they would not suspend the law, legislated by sport fishermen, even for the duration. No, the food shortage was not as serious as was claimed, or that sport fishing is necessary to preserve the morale of the fishing population. This is a war of nerves, they say, and so, if enough, nerves are receiving more consideration than fish. If that is true, they might pay a little attention to the nerves of some of the sea-skimmers, who have been blown half out of water by concussion.

Sword and Lobsters

Sword appeared on schedule, and has hung around ever since with pretty fair luck on every decent day, spotted only once, yes, you guessed it, the bombing. More than once the sword has landed among the fish and raised fins in seventeen different directions. They would iron a few and then, somewhere, a few miles away, some plane would drop a whistling, crackling bunch of explosives, and that would be the end of the sword fishing for that tide, maybe for the day.

If there was nothing unusual taking place in these waters we feel that it would be an exceptionally good lobster season. As a matter of fact, it may be yet. The lobsters have been spottily, off and on, as you might say, with dry spell and periods when they were very plentiful. They shed early, probably that means that they will shed again, perhaps twice more, before they quit running. We have seen it before. Now the lobstermen have reported bombing in their favorite areas too, and laid the falling-off of lobsters to this sort of disturbance. Which may be right, we don't know, but we feel that the critters came right back again, which would mean that they don't take the bombing too seriously, or that it's thicker than the devil.



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Here's The Answer:

4½ KW. Diesel-Electric Set—only 45" long, 25" wide, 34" high

WEIGHS ONLY 1195 LBS.

Other sizes from 3½-10 KW.

Also a complete line of combination auxiliaries

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LISTER-BLACKSTONE, INC.

1701 South 68th Street

MILWAUKEE 14, WISCONSIN U.S.A.

Briggs Expands Service in South

THOMAS W. MCKINLEY, who has been with Briggs Clarifier Company since August, 1941, in the capacity of Service Engineer, has been appointed Southeastern Zone Manager, covering all states south of Maryland and east of West Virginia, Tennessee and Mississippi. He will make his headquarters in Atlanta, Georgia, at 2400 Boulevard Drive, N. E.

Donn Murphy has been appointed Southwestern Zone Manager, covering Texas, Oklahoma, Kansas, Missouri, Arkansas, and Louisiana, with headquarters in Dallas, Texas. Prior to his appointment, Mr. Murphy was actively engaged in industrial sales work as a member of the firm of M & M Industrial Supplies, Dallas.

Pate Supply Company, 2215 First Avenue, South, Birmingham, Alabama, has been appointed distributor for the State of Alabama.

Mensing, National Ass't. Treas.

THE National Supply Company announces the election of John B. Mensing as Assistant Treasurer. Mr. Mensing has been associated with National for twenty-five years, beginning in the Credit Department at Toledo, Ohio in 1919.

Later transfers took him to Fort Worth, Texas; Independence, Kansas, and then to the head office in Pittsburgh, where he was Chief Clerk of the Pittsburgh Credit Department for ten years and later Assistant to the Treasurer.

Oakite Catalog Outlines Ship Uses

AVAILABLE to shipbuilding and repair yards and boat operators is a new, second edition of the Oakite Digest describing 51 different jobs where construction, repair, conversion and maintenance is being expedited through the use of various Oakite techniques and materials. The Digest also includes a number of diagrams showing hook-ups for cleaning fresh water evaporators and heat exchange equipment. A free copy may be obtained on request from Oakite Products, Inc., 57 Thames Street, New York 6, N. Y.

Set Your Course With **EDSON** DEPENDABLE STEERERS



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Wheels - Quadrants - Chains - Sheaves - Shock Absorbers

EDSON NON-CHOKABLE BILGE PUMPS

Hand Operated in Four Sizes

The EDSON Corporation

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SHIPBUILDING — REPAIRS CONVERSION — PILEDIVING BULKHEADS — DREDGING

Distributors of

Jabsco Gearless Self-Priming Pumps
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Delaware Bay Shipbuilding Co., Inc.
Leesburg - - - New Jersey

KENYON MARINE INSTRUMENTS

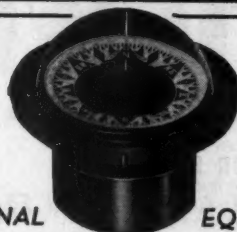
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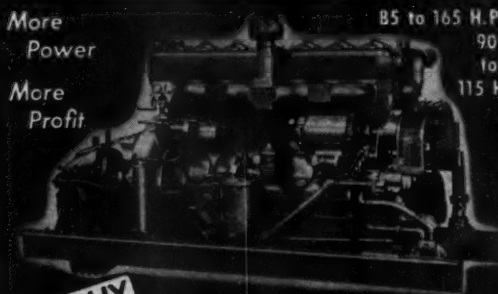
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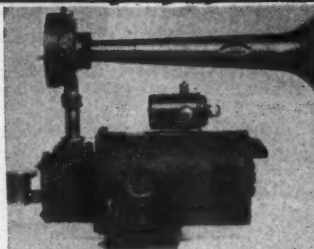
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canvas—lay that
canvas with

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CANVAS
CEMENT**

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"LAYING CANVAS"

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Fulton Market Wholesale Prices

Species	July 1-8	July 10-15	July 17-22	July 24-31
Bluefish	.06-.35	.10-.38	.. ..	.08-.45
Bonito	.10-.11	.12-.12	.18-.18	.16-.18
Butterfish	.03-.22	.02-.18	.03-.18	.02-.16
Codfish, mkt.	.07-.12	.08-.12½	.08-.16	.08-.12½
Codfish, stk.	.14-.16¼	.11½-.16¼	.10-.17½	.14-.17
Croakers	.06-.12	.08-.12	.08-.15	.02-.10
Eels	.. ..	.18-.20	.10-.30	.14-.14
Flounders	.02-.12½	.02½-.12½	.04-.12½	.02½-.12½
Fluke	.08-.22	.08-.22	.15-.28	.12-.30
Haddock	.08-.12½	.09½-.11	.09-.14½	.09½-.12½
Hake	.10-.11	.09-.12	.09-.12¾	.07-.12¾
Halibut	.22-.25	.21-.25	.23-.25	.22-.24
Herring	.. ..	6.00-11.00	.. ..	10.00-20.00
Jewfish	.. ..	.. ..	.. ..	.12½-.12½
King Whiting	.. ..	.. ..	.05-.05	.. ..
Mackerel	.06-.10	.07-.10	.08-.12	.07-.09
Mullet	.. ..	.. ..	.. ..	.14-.14
Pollock	.10-.14¾	.09-.12½	.09-.12¾	.06-.12½
Pompano	.. ..	.. ..	.. ..	.60-.60
Red Snapper	.38-.38	.. ..	.. ..	.. ..
Salmon, Pacific	.30-.58	.45-.50	.26-.55	.28-.65
Scup	.02-.15	.03-.08	.02-.06	.02-.05
Sea Bass	.03-.16	.02-.16	.04-.22	.08-.22
Sea Trout, g'y	.05-.25	.05-.25	.05-.30	.05-.30
Sea Trout, spt.	.. ..	.. ..	.. ..	.12½-.12½
Shad	.. ..	.05-.05	.. ..	.. ..
Sole, g'y	.12-.14	.12½-.14	.12-.14	.14-.14
Sole, lem.	.12½-.15	.13-.15	.14-.15	.12½-.15
Spanish Mack'l	.05-.05	.. ..	.. ..	.. ..
Striped Bass	.30-.32	.28-.35	.32-.35	.20-.38
Swordfish	.38-.40¼	.38-.38	.38-.39	.39-.53
Tuna	.16-.27	.14-.16	.15-.20	.16-.22
Whiting	.01½-.07	.01½-.04	.02-.04	.03-.04½
Yellowtails	.03½-.10	.05-.10	.07½-.10	.05-.10
Clams, hard	2.00-10.00	2.00-10.00	1.50-10.00	1.00-9.00
Clams, soft	5.00-6.00	5.00-6.00	5.00-6.00	4.50-6.50
Conchs	1.50-4.50	1.00-3.50	2.00-4.50	1.00-4.00
Crabmeat	.50-1.75	.50-1.85	.40-1.60	1.00-3.00
Crabs, hard	2.00-4.50	2.50-4.00	3.00-4.00	3.00-4.00
Crabs, soft	1.25-4.00	1.00-3.50	1.00-4.00	1.00-3.50
Frogs Legs	.80-1.65	1.25-1.35	1.65-1.65	1.65-1.75
Lobsters	.58-.68	.40-.68	.35-.68	.35-.66
Mussels	1.50-2.00	1.50-2.00	1.50-2.00	1.00-2.00
Shrimp	.25-.38	.28-.38	.31-.38	.34-.38
Squid	.08-.13	.08-.15	.10-.16	.07-.16

Bascle Made Mack Southern Manager

ANNOUNCEMENT has been made by F. F. Staniford, president of Mack-International Motor Truck Corporation, that in the Southern Division, J. A. Bascle, formerly a marine engine salesman for Mack, is now district manager of the New Orleans Branch. The appointment became effective the first of July.

Where to Ship in New York

Beyer Fish Co., Fulton Fish Market

International Fish Co., 111 Fulton Fish Market

Lester & Toner, Inc., Fulton Fish Market

South Fish Co., 31 Fulton Fish Market

Frank W. Wilkisson, Inc., 16 Fulton Market

Where-to-Buy Directory

Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers.

ANCHORS

*R. S. Danforth, 2121 Allston Way, Berkeley, Calif.

ANCHOR-GRAPNELS

*Chas. D. Briddell, Inc., Crisfield, Md.

BATTERIES, STORAGE

"Exide": Electric Storage Battery Co., Allegheny Ave. and 19th St., Philadelphia, Pa.
*Willard Storage Battery Co., Cleveland, Ohio.

BILGE PUMPS

*Marine Products Co., 6636 Charlevoix Ave., Detroit 7, Mich.

CAN MANUFACTURERS

Continental Can Co., 100 E. 42nd St., New York, N. Y.

CLAM KNIVES, TONGS, RAKES

*Chas. D. Briddell, Inc., Crisfield, Md.

COLD STORAGE

Quaker City Cold Storage Co., Philadelphia, Pa.

CORDAGE MANUFACTURERS

*American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.
*Columbian Rope Co., Auburn, N. Y.
*New Bedford Cordage Co., 233 Broadway, New York, N. Y.

CYLINDER LINERS, PISTONS, RINGS

Hunt-Spiller Manufacturing Co., 383 Dorchester Ave., Boston, Mass.

DEPTH FINDERS

*Submarine Signal Co., 160 State St., Boston, Mass.
Bludworth Marine, 100 Gold St., New York 7, N. Y.

DIESEL AUXILIARY SETS

*Lister-Blackstone, Inc., 1706 So. 68th St., Milwaukee, Wis.
*John Reiner & Company, 12-12 37th Ave., Long Island City, N. Y.

ELECTRICAL EQUIPMENT

Diehl Manufacturing Co., 240 Congress St., Boston, Mass.
General Electric Co., Schenectady, N. Y.

ENGINE MANUFACTURERS

*Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y.
*The Buda Co., Harvey, Ill.
Caterpillar Tractor Co., Peoria, Ill.
*Chrysler Corporation, 12211 East Jefferson, Detroit, Michigan.
Cooper-Bessemer Corp., Mount Vernon, O.
*Cummins Engine Co., Columbus, Ind.
*Fairbanks, Morse & Co., Chicago, Ill.
*Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.
The Lathrop Engine Co., Mystic, Conn.
*Lister-Blackstone, Inc., 1706 So. 68th St., Milwaukee, Wis.
*Mack Mfg. Corp., Empire State Building, New York 1, N. Y.
*Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.
*The National Supply Co., Superior Diesels, Springfield, Ohio.
*Osco Motors Corp., 2020 E. Orleans St., Philadelphia 34, Pa.
*Palmer Bros. Engines, Inc., Cos Cob, Conn.
*Red Wing Motor Co., Red Wing, Minnesota.
*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.
Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.
Ford Conversions and Parts
*Osco Motors Corp., 3648A No. Lawrence St., Philadelphia, Pa.

Gasoline Engines

*Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

ENGINE DEALERS

Walter H. Moreton Corp., 1045 Commonwealth Ave., Boston, Mass.
*Rapp-Huckins Co., Inc., 138 Beverly St., Boston, Mass.

EXHAUST HOSE

*Bendix Aviation Corp., Philadelphia, Pa.

EXHAUST SILENCERS

John T. Love Welding Co., Walen's Wharf, Wharf St., Gloucester, Mass.
*The Maxim Silencer Co., 74 Homestead Ave., Hartford, Conn.

FISHING GEAR

*Westerbeke Fishing Gear Co., Inc., 279 Northern Ave., Boston, Mass.

FISH SCALERS

Portable, Flexible Shaft
N. A. Strand & Co., 5001 N. Lincoln St., Chicago, Ill.

FLOATS

J. H. Shepherd Son & Co., 1820 East Ave., Elyria, Ohio.

FOG HORNS

*Clark Cooper Co., 319 N. Market St., Palmyra, N. J.
L. D. Lothrop Sons, Gloucester, Mass.

GASKETS

Fitzgerald Mfg. Co., Torrington, Conn.

GASKET PACKING

Fitzgerald Mfg. Co., Torrington, Conn.

GLUE

*L. W. Ferdinand & Co., 599 Albany St., Boston, Mass.

HOOFS, FISH

Bill DeWitt Bait, Hook Mfrs., Auburn, N. Y.
*"Pfueger": Enterprise Mfg. Co., 110 Union St., Akron, Ohio.

ICE PICKS

*Chas. D. Briddell, Inc., Crisfield, Md.

MARINE HARDWARE

Perkins Marine Lamp & Hardware Corp., 1943 Pitkin Ave., Brooklyn, N. Y.

NAUTICAL INSTRUMENTS

*Kelvin-White Co., 90 State St., Boston, Mass.
*Kenyon Instrument Co., Inc., Huntington, L. I., N. Y.

NETS AND NETTING

W. A. Augur, Inc., 35 Fulton St., New York, N. Y.
*R. J. Ederer Co., 540 Orleans St., Chicago, Ill.
The Fish Net & Twine Company, 310-312 Bergen Ave., Jersey City, N. J.
*The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.
*A. M. Starr Net Co., East Hampton, Conn.

OIL FILTERS

*Briggs Clarifier Co., 1339 Wisconsin Ave., Washington, D. C.
Hamilton Engineering Co., P. O. Box 1893, Boston, Mass.

OILS

*Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.

OIL SEALS

Fitzgerald Mfg. Co., Torrington, Conn.

OYSTER KNIVES, TONGS

*Chas. D. Briddell, Inc., Crisfield, Md.

PRESERVATIVES

"Campbell's Copper Compound": International Chain & Mfg. Co., York, Pa.

PAINTS

International Paint Co., Inc., 21 West St., New York, N. Y.
*Pettit Paint Co., Belleville, N. J.

PROPELLERS

*Columbian Bronze Corp., Freeport, N. Y.
Federal-Mogul Marine Div., 4033-91 Beaufait Ave., Detroit, Michigan.

*Hyde Windlass Co., Bath, Me.

*Michigan Wheel Corp., Grand Rapids, Mich.

RADIO DIRECTION FINDERS

Bludworth Marine, 100 Gold St., New York 7, N. Y.

RADIO TELEPHONES

*The Hallicrafters, Inc., 2611 S. Indiana Ave., Chicago, Ill.

Jefferson-Travis Radio Mfg. Corp., 245 East 23rd St., New York 10, N. Y.

RANGES

Preferred Utilities Mfg. Corp., 1860 Broadway, New York 23, N. Y.

*"Shipmate": Stamford Foundry Co., Stamford, Conn.

REVERSE AND REDUCTION GEARS

Snow-Nabstet Gear Corp., Welden St., Hamden, Conn.

Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

RUBBER BOOTS

U. S. Rubber Co., 1230 Sixth Ave., New York 20, N. Y.

RUBBER CLOTHING

U. S. Rubber Co., 1230 Sixth Ave., New York 20, N. Y.

SEAFOOD TOOLS

*Chas. D. Briddell, Inc., Crisfield, Md.

SHIPBUILDERS, BOATYARDS

*Bethlehem Steel Co., Shipbuilding Division, Bethlehem, Pa.
Bristol Yacht Building Co., South Bristol, Me.
*Camden Shipbuilding & Marine Railway Co., Camden, Me.
*Casey Boat Building Co., Inc., Fairhaven, Mass.
*Defoe Shipbuilding Co., Bay City, Michigan
*Delaware Bay Shipbuilding Co., Inc., Leesburg, N. J.

*Essex Boat Works, Inc., Essex, Conn.

*Higgins Industries, Inc., 1755 St. Charles Ave., New Orleans, La.

*Wm. Edgar John & Associates, Inc., Milton Point, Rye, N. Y.

*Geo. Lawley & Son Corp., Neponset, Mass.

*North American Motor Marine, Inc., 610 Fifth Ave., New York 20, N. Y.

*Northeast Shipbldg. Co., 100 River Street, Quincy, Mass.

*Palmer Scott & Co., Inc., Ft. of Logan St., New Bedford, Mass.

Reed Brothers, Boothbay Harbor, Me.

*Willis J. Reid & Son, Winthrop 52, Mass.

*Frank L. Sample, Jr., Inc., Boothbay Harbor, Me.

Waldoboro Shipyard, Inc., Waldoboro, Maine

*Wheeler Shipyard, Inc., Ft. of Cropsey Ave., Brooklyn 14, N. Y.

STEERING GEAR

*The Edson Corp., 49-51 D St., South Boston, Mass.

Sperry Gyroscope Co., Inc., Great Neck, N. Y.

STERN BEARINGS

*Hathaway Machinery Co., New Bedford, Mass.

TRAWLING EQUIPMENT

Bromfield Mfg. Co., Inc., 211 Northern Ave., Boston 10, Mass.

*Hathaway Machinery Co., New Bedford, Mass.

New England Trawler Equipment Co., 301 Eastern Ave., Chelsea, Mass.

VENTILATORS

G. C. Breidert Co., 634 S. Spring St., Los Angeles 14, Calif.

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*Bethlehem Steel Co., Bethlehem, Pa.

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Of Fishing Boats**

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New four cylinder Atlas, 6 1/2 x 8 1/2, 60 hp. @ 600 rpm., for immediate delivery with full equipment. Also 4 cylinder, 70 hp. @ 400 rpm. rebuilt Atlas. P. F. Remington, Atlas Dealer, 217 Lexington Ave., Providence, R. I.

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Brand new boat, 36 x 10-6, 45 hp. marine engine, equipped with Hathaway hoisting gear, and nets complete to fish. Asking price, \$6,400. Charles J. Jensen, 105 Beach Street, Port Jefferson, New York.

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